

It was also indicated to Mayor Heagle that the Department would require fee title to the land in order to expend State or Federal funds in its development. Mayor Heagle then indicated he would proceed to determine whether the deed could be obtained for the Department and would report back to the Board.

Board and Department Meets with Joint Senate and House Transportation and Defense Committees. This meeting convened at 8 p.m. at the request of the Legislative Interim Committee for the study of highway, road and street needs in Idaho. Chairman John Sessions opened the meeting followed by introductory statements from Board Chairman Flandro and State Highway Engineer Mathes. Planning Survey Manager Equals then presented a status report on the functional classification and needs study being conducted by the Department in cooperation with the cities and counties. He stressed the general objectives and application of these studies.

Deputy State Highway Engineer Tisdale followed this with a brief discussion of current Federal-aid highway legislation and its effect on Idaho. He then summarized some of the more critically needed highway improvements on the Primary Highway System and related these to the financing which is available to the State for the improvement of Primary Systems.

State Highway Engineer Mathes concluded the presentation and urged careful review of handout material--especially the Highway Board Position Statement concerning the distribution of State Highway User Revenues.

Legislative committee attendance was less than 50 per cent.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for January 18 and 19, 1971.

Read and Approved
January 25, 1971
Boise, Idaho


C. ED FLANDRO, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

January 25 & 26, 1971

The Idaho Board of Highway Directors met in stated regular session at 10:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, January 25, 1971. Present were:

C. Ed Flandro, Chairman - Director, District 1
Howard B. Thomason, Vice-chairman - Director, District 3
Lloyd F. Barron, Member - Director, District 2
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

January 25, 1971

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Minutes. The Board approved the minutes of the December Board Meeting.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

STS-2790(516), State Highway 24 in Rupert, Minidoka County - Bonneville Power Administration and City of Rupert

FU-1024(27) Const.; F-1024(6) R/W; F-1024(20) P.E., McKinley Avenue - Yellowstone Avenue, Bannock County - Intermountain Gas Company, Idaho Power Company and Mountain States Telephone & Telegraph Company

F-5116(12), U.S. Highway 95, Best Avenue - Garwood Junction, Kootenai County - Washington Water Power Company

Plans, Specifications and Estimates Approved. The Board reviewed and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
S-3712(6)	Blaine Street, Caldwell	\$ 361,991
F-2351(6)	Shoshone West	\$1,077,000
I-80N-2(9)91 "B"	Sebree - Mountain Home	\$ 101,000
	Signing & Lighting	

Board Confirms Meeting Dates. The Board confirmed the February Meeting date of February 22 and 23 and set the March Meeting for March 22 and 23 with the Forest Highway Hearing at 9 a.m. on the 23rd subject to concurrence of the Forest Service and Federal Highway Administration.

Upward Speed Posting Requested by Camas Prairie Legislators. The Board met with a delegation of legislators at the Statehouse from Legislative Districts 6, 7 and 8. Present were: Senators Nels Solberg, William Crutcher and Mike Mitchell, and Representatives Joe Wagner, A. L. White, Harold Reid and Dennis Arnzen.

The delegation asked the Board for consideration in raising the speed limits on U.S. 95 to 70 miles per hour from Grangeville north to the southern end of the unimproved section on U.S. 95; Craigmont north to Culdesac; Lapwai to Lewiston; from Arrow Junction westerly; State Highway 3 and U.S. 12 to its junction with U.S. 95. The delegation asked for 65 miles per hour in the Riggins - Slate Creek area.

The Board stated that they would have the Department obtain 95 percentile and pace speeds for the Riggins - Slate Creek section so that the Board might better evaluate the Legislators request.

Department's 1971 Fiscal Year Budget Presented to Legislature. The Board and the Department presented the Department's legislative budget request for July 1, 1971, to June 30, 1972, at the old Supreme Court Chambers in the Statehouse. Present were 28 legislators with representation from the House Appropriations - Transportation Committees and Senate Finance and Transportation Committees.

The presentation asked for favorable consideration of a \$69,714,859 annual budget. A copy of the presentation together with charts, detailed explanations, statements, etc., are in the Board Secretary's files.

Board Visits Governor Cecil D. Andrus. The Board met with Governor Andrus at his office briefly to post the Governor on the Department's contemplated legislative bills.

The Governor advised the Board that his message concerning no additional taxes in his State of the State Message pertained to General Fund taxes only and did not apply to dedicated funds such as state highway user revenues, etc.

Overage Extensions Approved. The Board approved overage extensions for the following:

Orie Vandermale - Mechanic - District 4, 65 in August 1971. To September 1, 1972.

Ralph Hubbard - Stock Clerk I - District 4, 65 on April 21, 1971. To January 1, 1972.

Dale K. Kimes - Location Engineer - District 5, 65 on May 21, 1971. To May 21, 1972.

William T. Shelton - Engineering Tech. III - District 5, 65 on April 3, 1971. To July 1, 1972.

Retirement of Assistant State Highway Engineer (Engineering) Announced. The Board was advised of the retirement on February 16 of Chas. E. Aldrich, Assistant State Highway Engineer (Engineering).

TUESDAY, JANUARY 26, 1971

The meeting of the Highway Board reconvened at 7:00 a.m. at the Boise Hotel, with the following persons present and participating:

C. Ed Flandro, Chairman
Howard B. Thomason, Vice-chairman
Lloyd F. Barron, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary

Eastern Idaho Legislators Breakfast with Board. Legislators from Districts 20, 27, 28, 29, 30 & 31 met with the Board to discuss over breakfast the status of the Yellowstone Highway construction timetable from Ucon north to Chester and other highways of interest in those Districts.

The matter of a lawsuit pending by the Eastern Idaho Citizens Group for Highway Improvement was discussed with the Board. The Board indicated that no service had been made as yet on the Department in the litigation.

The Board did outline a proposed target date scheduling of projects from Ucon north on the Yellowstone Highway U.S. 20-191.

Reasons for the Springfield - Aberdeen project deferment were given to the Bingham County legislators present.

Board Meets with Joint Senate - House Transportation Committees. The Board met with the two Transportation Committees of the Legislature outlining the bills the Department hoped to bring to the Committees for action to extend the gas tax--registration fee December 31, 1971, deadline date. The backlog of needed projects to bring the State Highway System up to meet the current needs were next discussed. The cities and the counties were also, in the Board's opinion, deficient in funds to meet their respective system's needs.

Ketchum - Sun Valley Chamber of Commerce Meets with Board. Principal spokesman for the group was C. L. Stewart, Vice President, Sun Valley Company, Inc. Present also were Budd Esterholdt, Manager of the Ketchum - Sun Valley Chamber of Commerce; Ralph W. Thomas, Vice President, Sprenger Land Co., and Keith C. Anderson, Chamber representative.

The delegation asked the Board that the highway bridge south of Ketchum on U.S. 93 be replaced as early as possible because of its deficient height and width. One-way movement for trucks across the structure is necessary. Having been built in 1933, it restricts log hauls and other large dimensional truck loads.

The delegation asked for Board consideration in programming four lanes between Ketchum and Sun Valley.

The delegation also urged the Board to apply funds to improve U.S. 93 from Ketchum to Timmerman Hill to bring it up to modern highway standards.

State Highway Engineer Mathes stated final plans for a new bridge are not in the mill at this time pending further study on alternate relocation routes for U.S. 93 south of Ketchum. This study extends from the State Highway 68 - U.S. 93 junction to ten miles north of Ketchum.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation on the following:

US 30	F-FG-3022(19) (S. Conn. to Mtn. Home)	Dionisio Aguirre, as his sole and separate property	Parcel No. 6
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Approval of Deeds & Easements. The Board signed the instrument to effect the trade on the following:

Materials Source Ma-33	Madison County	Portion of SE $\frac{1}{4}$ SW $\frac{1}{4}$ & SW $\frac{1}{4}$ SE $\frac{1}{4}$, S. 16, T. 6 N., R. 40 E., B.M.
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Approval of Permits to Use Right of Way.

US 95	F-5116(10) (Naples - Bonners Ferry)	Milt Hittle	5-70-107
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The Board approved the permit to use right of way subject to further discussion and explanation at the time the exchange deed comes back to the Board for signature.

SH 27	S-2862(3) (Overland Br. - Paul)	Ponderosa Inn, Inc.	2-70-138
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The Board approved the permit to use right of way.

Discussion of Progress of Negotiations on Indian Lands of Fort Hall Reservation (I-15W-4(12)81, I-15W-4(15)73 R/W, Bannock Creek - Igo Overhead). The Department discussed with the Board the progress of negotiations with the Indians. The Board was advised that a lease is making claim for disruption of lease. It was agreed to wait to see if the Tribe could settle with the leasee without the Department intervening.

Exchange of Access Deeds. The Board approved an Exchange of Access Deed on the following:

SH 24	F-2441(8) (3 Miles SW of Rupert)	W. N. Hobson & Lorna J. Hobson; Farris C. Lind & Virginia R. Lind	Parcel No. 14-A
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Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

S-2745(1), ST-2745(501) & ST-2744(501) - The work consists of constructing the roadway, a 204' steel and concrete bridge, a road mix pavement and seal coat on approximately 6.1 miles of the Murtaugh Loop, in Twin Falls County - Federal Aid Secondary and State financed. The contract was awarded to Neilsen & Miller Construction Company, Twin Falls, Idaho, the low bidder, on December 21, 1970, in the amount of \$252,661.00

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RS-6725(5) - The work consists of constructing the base and a plant mix pavement on approximately 4.228 miles of the 1st Street - Iona Road, Iona - North, in Bonneville County - Federal Aid Secondary and County financed. The contract was awarded to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, on January 7, 1971, in the amount of \$141,739.00.

I-15-1(15)32 "B" - The work consists of constructing a 274' and 390' steel underpasses on I-15, Downey I.C. (Excl.) - Virginia I.C. (Incl.), in Bannock County - Federal Aid Interstate and State financed. The contract was awarded to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, on December 31, 1970, in the amount of \$419,232.75.

Stockpile No. 6565 - The work consists of furnishing cover coat, aggregate for road mix pavement and anti-skid material in stockpiles approximately 0.5 mile east of SH-33 at Driggs, in Teton County - State financed. The contract was awarded to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, on January 7, 1971, in the amount of \$59,150.00.

Stockpiles 1566, 1567 and 1568 - The work consists of furnishing anti-skid materials in stockpiles adjacent to I-15, US-30 and SH-34, in the vicinity of Pocatello, Alexander and Preston, in Bannock, Caribou and Franklin Counties - State financed. The contract was awarded to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder, on January 7, 1971, in the amount of \$52,500.00.

Stockpiles 6564 and 6566 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles adjacent to I-15 and SH-28, at Dubois and the Lemhi-Clark County Line, in Clark and Lemhi Counties - State financed. The contract was awarded to J. K. Merrill & Sons, Inc., Pocatello, Idaho, the low bidder, on January 12, 1971, in the amount of \$57,450.00.

Stockpile No. 4576 - The work consists of furnishing aggregate for road mix and anti-skid materials in stockpiles adjacent to US-95 (M.P. 287) in the vicinity of Craigmont, in Lewis County - State financed. The contract was awarded to H & H Contractors, Inc., Grangeville, Idaho, the low bidder, on January 13, 1971, in the amount of \$40,150.00.

Stockpile No. 4577 - The work consists of furnishing aggregate for road mix and anti-skid materials in the stockpile adjacent to SH-13 (M.P. 99.2), near Grangeville, in Idaho County - State financed. As the low bid was 70 per cent over the Engineer's Estimate, the bid was rejected and the project will be readvertised for a February 16, 1971, letting.

Stockpile No. 4575 - The work consists of constructing the base on approximately 8.24 miles on SH-7, Gilbert Grade, and furnishing aggregate for road mix pavement in stockpile, in Clearwater County - State financed. The Board directed the State Highway Engineer to award the contract to Seubert Excavators, Inc., Cottonwood, Idaho, the low bidder, in the amount of \$31,350.00.

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I-80N-3(52)207 - The work consists of modifying the ramps, drainage structures, signing, delineation, illumination, guard rail and fences on the SH-27 Interchange on I-80N near Burley, in Minidoka County - Federal Aid Interstate and State financed. The contract was awarded to Galey Construction Co., Inc., Boise, Idaho, the low bidder, on February 3, 1971, in the amount of \$145,538.00 (Alternate No. 2).

Design of Perrine Bridge, Snake River near Twin Falls, by Consulting Engineers Approved. Upon the recommendation of the Department and Consulting Engineering Committee, the Board concurred in the Department's recommendation that Howard, Needles, Tammen & Bergendoff of Seattle be awarded the contract in the amount of \$256,651.

The design would be for a four-lane structure which is estimated at today's prices to cost approximately \$7,540,000.

Board Reaffirms Department's Withholding Engineer's Estimates in Bidding Information. The Board again reviewed and reaffirmed the Board's policy of not publicizing Engineer's Estimates on Highway Department projects which has been in effect since 1951.

The Board expressed concern that release of the estimate at the time of bid opening could result in a tendency to increase estimates. It was considered that present practice has resulted in savings through re-advertising. Furthermore, the public is fully protected by furnishing the Federal Highway Administration copies of the Engineer's Estimate prior to bid opening.

Discretionary 100% Progress Payment Specification Approved by Board. Approval was given by the Board for inclusion of the Discretionary 100% Progress Payment Specification in projects advertised by the Department in 1971.

Hearing Transcripts Reviewed by Board. After reviewing the hearing transcripts of the following design public hearings, the Board concurred in and referred to the City of Boise Project No. T-4030(1), Capitol Blvd. and College Blvd.; Project No. SU-3794(1), Vista Avenue - Malad to Interstate 80N; and Project No. T-4030(5), Americana - Emerald - Latah Intersection.

Project No. I-80N-3(23)142, Bliss to Tuttle - The Board directed the Department to press for a grade separation structure at approximately Section 15 as requested with supporting data at the Bliss hearing.

Project No. I-80N-3(32)138, West Bliss - East Bliss - The Board determined in the affirmative that project development should proceed.

Walters Ferry Bridge Priority Cited. The Board members agreed that in order to expedite the construction of the Walters Ferry Bridge on State Highway 45 between Nampa and Murphy that work and financing priority for secondary highway projects in South Idaho be given to this project.

Board Rejects State Highway 22. In response to letters from four Counties--Blaine, Clark, Camas and Butte--urging the Board to take onto the State Highway System the Clark County Route A-1, the Board determined that it could not add any sections to the State Highway System at this time as, in the Board's opinion, the route would be developed at a much earlier date if left to local County Secondary Road financing and Forest Development Road money than if the Board were to merely add it to the State Highway System with no construction or maintenance moneys in sight.

Board Chairman Flandro replied to the four counties in this light.

Owyhee County Road Addition Rejected. In reply to a letter of request to Board Chairman Flandro from Owyhee Nugget Publisher Rodney Hawes, Chairman Flandro assured him that the Board at this time could see no maintenance or construction moneys available were the Board to take the route onto the State Highway System as to do so would only compound the Department's current construction and maintenance money problems. The Board could not under present State highway financing see its way clear in the foreseeable future to make any improvements that are sorely needed at this time on the Owyhee County Road.

Chairman Flandro circulated a clipping from the morning Statesman covering the Board's rejection of the State Highway 22 addition request to the State System.

Opportunity for Hearing on Outdoor Sign Spacing and Density Authorized. In an attempt to uniformly comply with adjoining states' regulations on outdoor sign spacing and density, the Board authorized the Department to advertise an opportunity for a public hearing confining the hearing subject matter to that of spacing and density only.

Speed Control Zones (SH 9, SH 12, SH 62, US 12, SH 64, I-80N, US 30S and SH 81). The Board approved the prima facie speed limits on SH 9, SH 12, SH 62, US 12, SH 64, I-80N, US 30S and SH 81, as recommended and stated in marked Exhibit A-378, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on a State Highway (US 12). The Board approved parking prohibition between Mileposts 33.85 and 34.00 on the northerly side of U.S. Highway 12 located near Peck junction adjacent to the Clearwater River, as recommended and stated in marked Exhibit C-64, which is made a part hereof with like effect as though extended in full herein.

State Highway 21 Rerouting Approved for Public Hearing. Upon the recommendation of the Department and after presenting material covering the need for a public hearing on the rerouting of State Highway 21 in Boise, the Board concurred and authorized the Department to go to public hearing in the matter.

Monthly Priority Listing of 1971 Highway Projects Approved. The Board reviewed and approved the monthly priority listing of 1971 highway projects.

Removal of U.S. Highway 95 North of Hayden Lake Authorized. The Board authorized the Department to negotiate with the Hayden Lake Highway District for removal of U.S. Highway 95 north of Hayden Lake on the basis of three alternatives:

1. Reimbursement of initial Highway District investment.
2. Sinking fund to provide perpetual maintenance.
3. Same as item 2 less credit for highway user revenue.

National Transportation Study Discussed. State Highway Engineer Mathes advised the Board of his trip to Washington, D.C. to attend the Department of Transportation briefing on the National Transportation Study. Mr. Mathes emphasized that this study could become the basis for future Federal-aid apportionments to the states and, as such, was of extreme importance to Idaho. The Board authorized the Department to act as the coordinating agency for the study as requested by the Governor.

Hailey Rest Area. The Board was advised that the Hailey rest area as proposed by Mayor Heagle would not fit existing spacing criteria and could pose other problems related to inadequate area, hazardous approach locations and uncertainty related to the future alignment of U.S. 93.

The Board concurred in the Department's proposal to meet with Mayor Heagle to discuss other alternatives including Bureau of Outdoor Recreation financing.

Winter Maintenance Report. Assistant State Highway Engineer for Operations Vic Richardson reported to the Board concerning the heavy maintenance burden which the Department is experiencing related to heavy snow removal, pavement breakup and flood conditions.

Snowmobile Parking. The Department was directed to work with interested legislators toward establishment of a "Snowmobile Fund" to be administered by the Parks Department for the improvement and maintenance of parking areas through agreements with those agencies responsible for maintaining adjacent roadways.

Governor's Executive Orders No. 1 and 3 Discussed. Governor Andrus' Executive Orders No. 1 and 3 pertaining to equipment acquisition and personnel actions were discussed with the Highway Board. The Board was advised that the Department would not have a serious problem in complying with the Orders with the possible exception of the freeze on replacement of employees leaving the Department. The present annual rate of attrition is over 11 per cent including retirements.

Automated Data Processing Report. The Board was advised that the Department had placed on order an IBM 370-145 medium size computer with an expected delivery date of about one year. Further consideration will be given to the installation of a smaller IBM 360-40 on an interim basis because of the intended phase out of State Central ADP and the resulting increased usage of outside services.

Out-of-State Travel. The Board approved the following out-of-state travel:

Don L. Cox, Construction Engineer, to attend the WASHO Construction Committee Workshop, February 22 - 25, Las Vegas, Nevada.

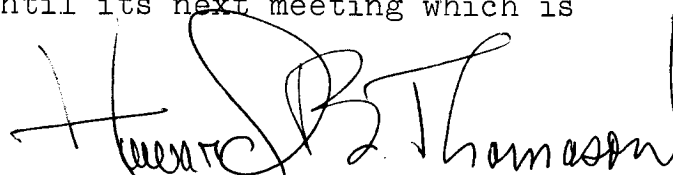
Howard Pilkington, Planning Engineer, to attend the Northwest Roads and Streets Conference, February 9 - 11, Bellevue, Washington.

Clayton Sullivan, Assistant Traffic Engineer, to attend Traffic Engineering Seminar, March 8 - 26, at Northwestern University, Evanston, Illinois. (Highway Safety Grant will pay 63% of all costs including salary.)

Lief Erickson, Materials & Research Engineer, to participate in NCHRP Panel Project 4-8(3) - Asphalt Stripping, February 7 - 10, Washington, D. C. (NCHRP will pay travel and subsistence.)

E. L. Mathes, State Highway Engineer, and Bruce White, Chief Right of Way Agent, to Denver, Colorado, February 18 - 20, to attend meeting of Chief Administrative Officers for a discussion and analysis of 1970 legislation.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for February 22 & 23, 1971.


 HOWARD B. THOMASON, Chairman

Read and Approved
 February 22, 1971
 Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

February 22 & 23, 1971

The Idaho Board of Highway Directors met in stated regular session at 10:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, February 22, 1971.

Reorganization of the Board. Newly appointed and confirmed Board Member John G. Fanning joined the current two Board Members Howard B. Thomason and Lloyd F. Barron in reorganizing. The Board, as set forth in Idaho Code, unanimously elected Howard B. Thomason, Chairman - Director, District 3; Lloyd F. Barron, Vice-chairman - Director, District 2; and John G. Fanning, Member - Director, District 1.

February 22, 1971

The Board determined that no changes would occur in the status of its three employees--State Highway Engineer E. L. Mathes, Deputy State Highway Engineer E. D. Tisdale, and Board Executive Secretary Wayne Summers.

Minutes. The Board approved the minutes of the January Board Meeting.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

S-SG-4769(9), Clearwater River Bridge at Arrow Jct., Nez Perce County - Clearwater Power Company and Pacific Northwest Bell Telephone Company

SU-3712(6), Blaine Street Extension in Caldwell - Idaho Power Company

I-80N-3(22)159 Sec. "A", Wendell - Jerome, Gooding & Jerome Counties - North Side Canal Company, Ltd.

F-2351(6), U.S. Highway 26, Shoshone - West, Lincoln County - Mountain States Telephone & Telegraph Company

Plans, Specifications and Estimates Approved. The Board reviewed and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
F-FG-5116(8)	Bonnors Ferry	\$2,000,000
F-FG-5116(23)	Sandpoint	\$2,344,000
S-2790(11)	Dietrich East	\$ 720,000
S-5735(1)	Spokane River Bridge at Post Falls	\$ 600,000
I-15-2(26)72	Jct. I-15W - West Blackfoot I.C.	\$ 251,500
S-SG-4769(9)	Clearwater River Bridge at Arrow	\$1,400,000
F-4201(17)	Arrow Bridge East	\$ 110,000
F-3111(15)	Karcher Jct. West	\$ 250,000
STS-1531(513)	Montpelier - Ovid Strs.	\$ 100,000
S-3754(5)	Walters Ferry Bridge	\$ 700,000
S-2816(1)	Bullion St. Bridge - Big Wood River	\$ 80,000

Board Confirms Future Board Meeting Dates. The Board firmed the following future Board Meeting dates:

March - Monday, March 22, with the Forest Highway Hearing on Tuesday, March 23, and possibly if necessary for regular business, Wednesday, March 24.

April - Monday, April 19, and Tuesday, April 20.

May - In regular meeting and North Idaho Board Tour the week of May 17.

Merit Increase Approved. The Board approved a merit increase for L.P. Sheesley, Assistant Planning Survey Manager, to Step 6, effective May 1, 1971, \$1149 to \$1206.

Deary - Harvard, State Highway 9, Improvement Requests. After reading letters concerning the Deary - Harvard State Highway 9 improvement requests, the Board determined to view the State highway section on the ground while on tour in North Idaho in May and would hope to meet with the people of Latah County in Moscow while on tour to discuss this and other highway matters.

Requests to Advance Springfield - Aberdeen, State Highway 39, Project. The Board read the correspondence from Bingham and Power Counties asking for the Board to revise its 1971 construction program and place this project on the current construction program.

The Board directed that the Department reply to the correspondence that other sections of the State Highway System had priority for the State Secondary matching moneys available--one of them being the section of State Highway 39 over American Falls Dam.

Out-of-State Travel. The Board approved the following out-of-state travel:

H. R. Pember, District Traffic Engineer, to attend Traffic Engineering Short Course, March 14 - 20, 1971, and May 17 - 22, 1971, (tentative) at University of Washington, Bellevue, Washington. (Highway Safety Grant will pay 63% of all costs including salary.)

Dale Tankersley, Safety Supervisor, to attend Western States Safety Supervisors Conference, March 23 - 26, 1971, Bismarck, North Dakota.

Bill Froscher, Master Mechanic, to attend Annual Motor Vehicle Maintenance Conference, March 22 - 25, 1971, at the University of Washington, Seattle, Washington.

Gene R. Wortham, Assoc. Materials Engineer, to Federal Projects Conference, February 23 - 26, 1971, Portland, Oregon.

James Pline, Traffic Engineer, to attend Institute of Traffic Engineers Annual Meeting, March 6 - 14, 1971, Hot Springs, Arkansas.

Out-of-State Travel Policy Approved. The Board directed that starting with this month's out-of-state travel requests that the Department develop a proposed budget for future annual out-of-state travel based on expenditures during the past four calendar years and that the State Highway Engineer be delegated responsibility to approve out-of-state travel requests within the limits of the approved budget.

The Board also directed that an annual monetary summary be submitted to the Board for review under this policy. Board travel would be excluded.

Thama Rocks Foundation Status Reported. Vic Richardson, Assistant State Highway Engineer (Operations), reported to the Board the current status of the Thama Rocks, U.S. 2, newly constructed highway settling due to unusually wet ground on the hillsides above.

Mr. Richardson advised the Board that the cost of restabilizing and repairing the roadway could amount to as much as \$300,000.

Road Scale Installation and Weight Controls Discussed. The Board was informed of a recent meeting with the Commissioner of Law Enforcement John Bender and Superintendent of State Police Clark Hand along with highway user individuals wherein the matter of loadometers to be used in enforcing road weights was discussed. Commissioner Bender and Superintendent Hand agreed to reinstate use of loadometers in an effort to better control the weights of loads in Idaho.

Purchase of Outdoor Advertising Signs Required Under Federal Law Authorized. The Board was apprised by Vic Richardson, Assistant State Highway Engineer (Operations), that approximately \$8 million would be needed for the removal and purchase of outdoor advertising signs on the Primary and Interstate Systems in Idaho. The Board authorized application for the necessary Federal funds for that purpose.

Rest Area Damage Claim Authorized. On the advice of Chief Legal Counsel Tway, the Board concurred in authorizing the Department to enter into suit against Mutual of WASAU to recover damages to the Bliss rest area building. Repairs are estimated to cost \$9,000.

Craigmont Maintenance Shed Site Approved. The Board granted approval for the Department to purchase eight acres in Craigmont on State Highway 64 in the amount of \$6,800 for replacement of the present inadequate shed site in downtown Craigmont.

TUESDAY, FEBRUARY 23, 1971

The meeting of the Highway Board reconvened at 8:30 a.m. in the State Highway Building, Boise, with the following persons present and participating:

February 23, 1971

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Howard B. Thomason, Chairman
 Lloyd F. Barron, Vice-chairman
 John G. Fanning, Member
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary

Owyhee County Road Request Considered. The Board met with the Owyhee Cattlemen's Association and State Senator Walter Yarbrough concerning their request to place the Marsing - Hammett Owyhee County Road on the State Highway System.

The Board again indicated they are sympathetic to the proposal and that when the functional classification of roads and streets is completed later this year they will be in a better position to make an evaluation.

Blanket Insurance Policy Discussed. State Insurance Commissioner John Blaine met with the Board stressing the importance and advantage to the Department in coming in under a blanket tort claim insurance policy in light of House Bill No. 47 now before the Legislature and the importance to his Department timewise in initiating the blanket policy which he hoped would include the Department of Highways.

The Board viewed that until the Legislature has come up with a tort claim bill that has passed the Legislature, the Board could not at this time indicate its position as to coming under the blanket policy or handling the Department's tort claims in a separate manner.

The Board decided to table the matter until the March Board meeting, by which time the Legislature should have passed a bill concerning this subject.

Snarr Advertising Sign Purchase Discussed. Doug Snarr of Snarr Advertising Company appeared on his request before the Board asking for a resolution from the Board to purchase on a company-wide basis his signs on Interstate and Primary highways.

Mr. Snarr was reminded that as yet the State of Idaho does not have an agreement signed by the Federal government for the removal of outdoor advertising signs and until the agreement is in hand nothing can be done in the matter.

It was pointed out that the Department has set up an opportunity for hearing covering density and spacing of signs to conform with other states as requested by officials of the Department of Transportation, Washington, D.C., meeting in Boise last month. Hopefully, this will result in a signed agreement being returned by the Department of Transportation for the control and reimbursement of outdoor advertising in Idaho.

Fred Stewart Access Matter, U.S. 93. Appearing before the Board were Fred Stewart and Alma Clark asking the Board for a decision regarding an access from their property to U.S. 93 north of the Twin Falls Interstate 80N Interchange. Mr. Stewart stated the demand for commercial development of the property requires an answer and as long

as the access matter is in "limbo" Mr. Stewart's hands are tied in developing the property he bought since the Interstate was built to its maximum advantage. Mr. Stewart recited the previous meetings with the Board on this subject--removal of rocks for exchange of access control and so forth.

The Board stated that the Legal Division of the Department is re-searching the problem as there now appears to be more historical factors involved such as usage of Bureau of Land Management land prior to the withdrawal by the State of Idaho. Board Chairman Thomason stated that the Board would take the request under advisement.

Ray Lickley U.S. 93 Access Matter Discussed. Appearing before the Board were Ray Lickley, Albert Lickley and Frank M. Rettig, Attorney representing the Lickleys, from Jerome. The delegation asked for access on both the east and west sides of U.S. 93 in the vicinity of 300 feet to 400 feet north of the Twin Falls Interstate 80N ramps. Their legal counsel, Mr. Rettig, reminded the Board that prior to the Interstate the Lickley family had a fenced gate access to U.S. 93 in the area in which the Interstate is now built and a request was made at that time for an exchange of that access to the above requested location. Mr. Rettig stated that Mr. Lickley, Sr., built the fence and gate as a subcontract on the Peter Kiewit project when U.S. 93 was improved in the early 1950's. The private allotment accorded the Lickleys by the Bureau of Land Management was an exchange made years ago for an allotment held by the family in the vicinity of Aberdeen.

Board Chairman Thomason stated that the Board would like to take this matter under advisement a few days while the Legal Division re-searched the matter and hopefully an answer may be forthcoming from the Board at its next Board meeting in March.

Rigby U.S. 191 Location Discussed with Legislators and Others. Upon the receipt of a telephone call from State Senator Egbert and State Representatives Sessions and Tibbetts, Board Member Fanning granted a requested immediate meeting with the Board concerning the U.S. 191 location through Rigby. The phone call indicated that Messrs. Carl Agren, Dale Rockwood and Reed Rolfe would be in the delegation.

The above persons appeared before the Board without a previous appointment and Mr. Agren requested that the Board grant a rehearing on the location of U.S. 191-20 in the vicinity of Rigby, Idaho.

Chairman Thomason advised Mr. Agren that since the Eastern Idaho Citizens Group for Highway Improvement and Jefferson Co-op Supply, Inc. had brought an action in the District Court of the Seventh Judicial District, in and for Jefferson County, Idaho, against the Highway Board concerning the location of U.S. Highway 191-20, it was the Board's policy, and that the Board had been advised by Chief Legal Counsel, Faber F. Tway, that it would be highly improper for the Board to consider any request concerning this matter until such time as the legal proceedings in the above case had been finally disposed of by the court. Mr. Thomason then advised Mr. Agren that the

Board would listen to what they had to say, but would not consider at this time any request concerning a rehearing in the relocation matter of U.S. Highway 191-20 in or in the vicinity of Rigby.

Following this statement, Mr. Agren spoke on behalf of the Eastern Idaho Citizens Group for Highway Improvement; Mr. Rolfe, Manager of the Jefferson Co-op Supply, Inc. made a short statement, as did Mr. Rockwood of the Farm Bureau. Following these statements, Representative Tibbetts, Senator Egbert and Representative Sessions each made a short statement.

Chairman Thomason advised the group that it seemed to him that their problem was at home and that the group which they represent should try to get together with the city and county officials and resolve their problem before coming to the Board for assistance.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

FU-1024(27) - The work consists of constructing the roadway, drainage structures, placing an aggregate base, plant mix base, plant mix pavement, illumination and signalization on 0.668 mile of U.S. Highway 30N, 91 and 191, McKinley Avenue to Junction U.S. 91-191 in Pocatello, in Bannock County - Federal Aid Primary and State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, on February 23, 1971, in the amount of \$543,517.50 (Alternate No. 1).

Stockpile Project No. 3549 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles adjacent to MP-26.2 (SH-71), in the vicinity of Cambridge, in Washington County - State financed. The Board directed the State Highway Engineer to award the contract to H & H Contractors, Inc., Grangeville, Idaho, the low bidder, in the amount of \$52,000.00.

I-15-1(38)21 - The work consists of constructing minor modifications to drainage structures, constructing a C.T.B. and plant mix surface with seal coat on 0.492 mile, a C.T.B. and reinforced P.C.C. Pavement with plant mix shoulders and seal coat on 9.238 miles, a C.T.B. and P.C.C. Pavement with plant mix shoulders and seal coat on 5.168 miles, signing, illumination and delineation on 15.035 miles of I-15 from Colton Road North, in Oneida and Bannock Counties - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Jack B. Parson Construction Co. & Acme-Vickrey, Ogden, Utah, the low bidder, in the amount of \$4,374,394.86.

Stockpile Project No. 5574 - The work consists of furnishing aggregate for road mix pavement in stockpile at the Harrison Jct., US-95A, in Kootenai County - State financed. As the low and only bid was 37.7 per cent over the Engineer's Estimate, the bid was rejected.

F-4113(49) & STS-4113(552) - The work consists of constructing the roadway, drainage structures, a bituminous surface treatment and a 70 foot prestressed concrete bridge on 1.130 miles and seeding, fertilizing and mulching on 5.432 miles, Slate Cr. - Skookumchuck, of

U.S. 95, in Idaho County - Federal Aid Primary and State financed. The Board directed the State Highway Engineer to award the contract to Del Welch Construction Co., Lewiston, Idaho, the low bidder, in the amount of \$230,097.45 (With Alternate No. 1).

Building 6201 & Yard 6200 - The work consists of constructing a weigh station with appurtenances on U.S. Highways 20-26 and 191, Willow Creek Weigh Station in the vicinity of Idaho Falls, in Bonneville County - State financed. The contract was awarded to Heyrend Construction Co., Idaho Falls, Idaho, the low bidder, on March 2, 1971, in the amount of \$31,767.00.

Stockpile Project No. 4577 - The work consists of furnishing aggregate for road mix and anti-skid materials in the stockpile adjacent to SH-13 (M.P.-99.2), near Grangeville, in Idaho County - State financed. The Board directed the State Highway Engineer to award the contract to H & H Contractors, Inc., Grangeville, Idaho, the low bidder, in the amount of \$37,400.00.

Stockpile Projects No. 5575 & 5576 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles in the vicinity of Tensed and Plummer, in Benewah County - State financed. As the low and only bid was 42.3 per cent over the Engineer's Estimate, the bid was rejected.

Stockpile Projects No. 2565 & 2570 - The work consists of furnishing road mix pavement aggregate and cover coat material in stockpile at Shoshone and Princess Corner (North of Gooding), in Lincoln and Gooding Counties - State financed. The Board directed the State Highway Engineer to award the contract to Maverick Construction Co., Burley, Idaho, the low bidder, in the amount of \$46,320.00.

Stockpile Project No. 5577 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpile located in the new maintenance yard at Spirit Lake, in Kootenai County - State financed. The Board directed the State Highway Engineer to award the contract to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$29,950.00.

SU-3712(6) - The work consists of constructing the roadway, drainage structures, a 36' concrete bridge, signing and signalization on 0.610 mile of State Highway 19 (Blaine Street Extension in Caldwell), known as Idaho Federal Aid Project No. SU-3712(6), in Canyon County - Federal Aid Secondary and State financed. The Board directed the State Highway Engineer to award the contract to Neilsen-Miller, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$351,656.38.

Approval of Right of Way Settlement in Excess of \$40,000 was given on the following:

Matls. Source Ln-74 &	Judson A. Timm &	40.3 acres
Ln-74(a)	Elinore C. Timm -	
(Lincoln County)	\$40,300	

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Approval of Deeds & Easements.

US 30 STS-3281(537) Idaho Concrete Pipe Parcel No. 5-R
2nd St. South Co., Inc.
Ext. - Nampa

The Board signed the deed for a land trade previously authorized.

US 30 F-FG-3022(19) James W. Dalrymple Parcel No. 2-R
S. Conn. to
Mtn. Home

The Board signed the deed for a land trade previously authorized.

Jct. SH 71 & the Spring U.S. Department of Agri-
Creek - Mill Creek culture, Forest Service
Road - Washington
County

The Board signed a quit claim deed granting the U.S. Forest Service any rights which the Department might have to a parcel involving a Forest road in Washington County.

US 95 F-U-UG-103(5) United States of "Lower Granite
& 12 & F-4114(2) America, Army Corps Project" (Vicini-
of Engineers ty of Lewiston)

The Board signed a quit claim deed granting the Corps of Engineers rights to lands lying between U.S. 12 and the river. The land is needed for dike construction in return for compensation in the amount of \$33,900.

Approval of a Permit to Use Right of Way was given on the following:

SH 27 S-2862(4) Zelma I. Bauer 2-70-166
(Paul - South)

Discussion of Access on S.H. 21 Between Stanley Lake Junction and Stanley (Project F-2292(1) R/W). The Board concurred in granting of additional access at approximate 660-foot intervals on State Highway 21 between Stanley Lake Junction and Stanley. The additional access points will be designated as future public roads. More exact locations will be identified in the field later in the spring as snow conditions permit.

Mr. Neal Lamb's request for a second approach to business property located on State Highway 21 approximately one mile west of Stanley was granted.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for March 22 & 23, 1971.


 HOWARD B. THOMASON, Chairman

Read and Approved
 March 23, 1971
 Boise, Idaho

MINUTES OF THE SPECIAL MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

March 15, 1971

The Idaho Board of Highway Directors met in special session at 10:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, March 15, 1971. Present were:

Howard B. Thomason, Chairman - Director, District 3
 Lloyd F. Barron, Vice-chairman - Director, District 2
 John G. Fanning, Member - Director, District 1
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary

Purpose of the special session was to discuss pending legislation which would affect Department of Highways operations and to meet with the leadership of both Houses of the Legislature.

The Board subsequently did meet for lunch with the legislative leadership on proposed highway user revenue distribution formula that the Legislature would give to the cities 1/7th of the current 7 cent gas tax.

At the noon conference, with the leadership of both parties and houses present, Board Chairman Thomason expressed the Board's view that the formula provided for in House Bill 266, giving 1/7th of the gas tax to the cities, could not be in the best interest of all the people of Idaho. The proposed distribution formula would only transfer the cities funding problems to the State Highway System at the expense of eventual loss of Federal Aid to the State and a drastic reduction in the State Highway System's construction program.

An outline of Chairman Thomason's statement, dated 3/15/71, as presented to the luncheon group, is in Department Central Files.

The Board members, with the exception of Chairman Thomason who was excused because of a plane schedule, the State Highway Engineer and the Executive Secretary met in the afternoon with Governor Cecil Andrus to discuss the need for enabling legislative action at this session of the Legislature which would authorize the Governor to suspend provisions of Idaho's "Little Davis-Bacon Act" should such action become necessary to meet Federal requirements for the use of Federal-aid funds for public

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works projects. The Governor stated he had been in telephone conversation with Mr. Peter Nash of the Department of Justice in Washington and was advised that the President's order to waive the Federal Davis-Bacon Act supersedes that of the State. The Board expressed its concern to the Governor that an opinion given by Idaho's Attorney General did not support this position. Thus, it was the evaluation of the Board that, in the absence of legislation as suggested, it would not be possible to advertise additional public works projects to contract without either violating State law or doing such work with State funds only.

At the present time some nine million dollars in highway projects are affected and the volume of work involved will continue to increase as long as the Presidential directive remains in effect. This would be an extremely severe blow to all public works in Idaho, especially in the State Highway Program, and could have a serious impact on the economy of the State.

Board Vice-chairman Barron offered to contact the majority leadership in the Senate to get the bill off of dead center. The proposed bill was subsequently printed and distributed to the leadership. The Governor inquired as to the Board's thinking in the way of the length of time the President may continue the suspension. To which, the Board replied it had no knowledge.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for March 22 & 23, 1971.


 HOWARD B. THOMASON, Chairman

Read and Approved
 March 23, 1971
 Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

March 22 & 23, 1971

The Idaho Board of Highway Directors met in stated regular session at 10:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, March 22, 1971. Present were:

Howard B. Thomason, Chairman - Director, District 3
 Lloyd F. Barron, Vice-chairman - Director, District 2
 John G. Fanning, Member - Director, District 1
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary

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Density Spacing of Outdoor Advertising Sign Regulations Amended.
The Board having received no requests for a public hearing after duly given public notice, nor having received any statements concerning the matter, determined to rule in the affirmative in the matter to amend Rule IV C 1 a of Rules and Regulations for Control of Outdoor Advertising along the Interstate, Primary Freeways, and Primary Highways of the State of Idaho, relating to spacing by providing "that minimum spacing between signs outside of any urban area shall be 100 feet provided the number of signs shall not exceed the length of the area measured along the centerline of the highway divided by 250 feet."

Opportunity for public hearing was provided in conformance with the Idaho Administrative Procedures Act, I.C. 67-5203.

The change in the density spacing of signs is a requirement recently suggested and agreed to by Federal administrators for the sake of conformity with other states.

Legal Action to Remove Illegal Outdoor Advertising Signs Authorized. Legal action to remove illegal outdoor advertising signs in conformance with Idaho Code was authorized by the Board after such time as the Secretary of Transportation submits a signed agreement with the State of Idaho controlling outdoor advertising as set forth under Federal statutes.

Miscellaneous Correspondence. The Board read correspondence from the following:

Messrs. Agren and Green on Rigby U.S. 20-191 location.

Daniel Parker on Culdesac Canyon U.S. 95 access.

Daily Idahonian on release of Engineer's Estimates.

U.S. 95 Association supporting 8 cent gas tax.

Out-of-State Travel Policy. The Board adopted the following policy which supersedes Board Policy No. 611 relating to out-of-State travel:

611 - Out-of-State Travel Policy

The State Highway Engineer is authorized to approve out-of-state travel within an established budget for employee attendance at scheduled meetings and conferences when such travel is in the interest of Department operations. Examples of such meetings are: AASHO, WASHO, NHUC, HRB, ARBA, etc.

The extent of out-of-state travel will be determined by the Board on an annual basis.

The proposed budget will be reviewed and approved by the Board at its January meeting each year. A report on the previous years' out-of-state travel expenditures will be provided at that meeting.

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Out-of-state travel for Board members will not be included in the budget. Similarly, project related travel to adjacent states for purposes of right of way acquisition, materials testing, legal matters, etc., as authorized by the State Highway Engineer will be excluded. (Supersedes policies dated 8/31/70 and 1/6/60)

The Board authorized an out-of-state travel budget in the amount of \$10,000 for calendar year 1971 in conformance with Board Policy No. 611, but indicated adjustments could be considered later in the year.

Meeting with Governor Andrus. The Board lunched with Governor Cecil Andrus and discussed legislative matters including the failure of passage at the regular session of a proposed amendment to Idaho's Prevailing Wage Act.

McDowell Access Matter, U.S. 95, Culdesac Canyon. H. R. McDowell and Dan Parker met with the Board to press for a structure for access to their properties in Culdesac Canyon from U.S. 95. They contended the Department was legally obligated to provide the structure in light of certain right of way contracts to former property owners.

The Board determined that the Department's Legal Division should review the matter as to possible legal obligations in this request and that they would be hearing from the Board in the matter.

See Letter to Dan Parker 4-1-71

Aberdeen Delegation, State Highway 39. The following delegation met before the Board:

Joe F. Allen, State Senator, Legislative District 26,
American Falls
Leonard S. Cornforth, Aberdeen Chamber of Commerce
Theodore Wren, Aberdeen Chamber of Commerce
Clifford Wride, Aberdeen Chamber of Commerce
Ronald Funk, Aberdeen Chamber of Commerce

The delegation from Aberdeen, who met at the request of State Senator Allen, pressed for a commitment from the Board for early construction of the Sterling Road - Springfield section of State Highway 39.

State Highway Engineer Mathes urged the delegation to contact the County Commissioners and others in the area as to the proposed location of State Highway 39 so that when the corridor hearing is held local thinking will be solidified. The delegation was advised that project development can proceed much more rapidly if the area is not divided in the matter of location.

In answer to questioning as to the earliest the delegation may anticipate letting of the project, the Board informed the delegation that it appears that 1973 is the earliest target date that the Board can consider, in light of the environmental study requirement, location and design hearings and project development that is required before right of way acquisition and construction programming of the project

can be entered into. It was pointed out that this target date is contingent on no unforeseen money problems such as future reduction or withholding of Federal-aid money, etc.

Senator Allen was of the opinion that State funding relief should be granted the Department at the 1972 legislative session, possibly in the way of an 8 cent State gas tax.

Temporary Connection to King Hill Interchange Discussed. John C. Parke of King Hill appeared before the Board to discuss his reasons for asking \$1,500 for a temporary easement to approximately 11 acres of his land needed for a temporary connection to Interstate 80N at the King Hill Interchange. Mr. Parke agreed when asked that he would settle for the \$1,000 maximum offered by the Right of Way Division in the event the Federal Highway Administration would not participate in the \$1,500 figure.

Board Accepts Nez Perce County's Offer of Removal of Spalding Bridge. The Board was advised that Nez Perce County had made an offer of \$12,000 for the salvage material from the Spalding Bridge that could be utilized on its County Road System. The Board authorized the Department to include the removal of the Spalding Bridge in the Arrow Bridge construction contract and to proceed with negotiating an agreement with Nez Perce County on that basis.

State Highway Border Welcome Signs Discussed. The Traffic Section inquired of the Board its pleasure in making a change in the design of the welcoming signs on the State Highway System at border points.

The Board determined that the existing rustic State highway silhouette would be retained. However, some future modifications were authorized in areas of high vandalism. The Interstate boundary signs will be discussed at a subsequent Board meeting.

Speed Control Zones (I-80N, US 30S, US 12, SH 62 and SH 64). The Board approved the prima facie speed limits on I-80N, US 30S, US 12, SH 62 and SH 64, as recommended and stated in marked Exhibit A-379, which is made a part hereof with like effect as though included in full herein.

TUESDAY, MARCH 23, 1971

The meeting of the Highway Board reconvened at 8:00 a.m. in the State Highway Building, Boise, with the following persons present and participating:

Howard B. Thomason, Chairman
Lloyd F. Barron, Vice-chairman
John G. Fanning, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary

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Minutes. The Board approved the minutes of the February Board Meeting and the special March 15 Board Meeting.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

Stockpiles 2566, 2567, 2568 and 2569 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles in the vicinity of Marley, Pagari, Butte City and South Howe (US 20-26 and SH-88), in Lincoln and Butte Counties - State financed. As the low bid was 29.1 per cent over the Engineer's Estimate the bid was rejected.

Stockpile No. 4574 - The work consists of furnishing aggregate for road mix pavement and anti-skid material in stockpiles in the vicinity of Moscow, 1/4 mile west of MP-361.82 (US-95), in Latah County - State financed. As the low bid was 73.1 per cent over the Engineer's Estimate, the bid was rejected.

ST-4113(557) - The work consists of constructing gabion retaining walls and rock backfill near Culdesac in Culdesac Canyon, in Nez Perce County - State financed. The Board directed the State Highway Engineer to award the contract to Peters & Wood Co., Pasco, Washington, the low bidder, in the amount of \$51,745.50.

Plans, Specifications and Estimates Approved. The Board reviewed and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
I-15-4(12)81	Igo - Bannock	\$3,037,000
I-15-3(43)127	Bassett - Roberts	\$ 48,000
STS-4113(547)	Spalding Interchange (Safety Project)	\$ 12,100

Design Hearings Scheduled. The Board was apprised of the following scheduled design hearings:

FL-11-1(1), Oregon Line North (Opportunity)
F-2391(23), Snake River Bridge & Approaches - Twin Falls

Consulting Engineering Agreements Approved. The Board approved the following consulting engineering agreements:

<u>Location</u>	<u>Firm</u>	<u>Amount</u>
Glenns Ferry - King Hill	Barton, Stoddard, Milhollin & Higgins	\$24,200
7 Structures (3 Districts)	Smith & Monroe	\$13,250

Public Land Ownership Reviewed Along Owyhee County Highway, Marsing to Hammett. To fully apprise the Board in light of recent requests to place the above County Highway on the State Highway System, the Board was shown an ownership map to identify the possibility of using Public Lands Funds at some future date should the road be placed on the State Highway System. The exhibit reflected considerable private ownership parcels abutting the highway.

Alternates of U.S. Highway 20-191 Through and Around Rigby Reviewed. District 6 Engineer Harry Day reviewed both east and west bypass alternates together with comparative estimated costs of right of way acquisition and construction. This was presented in light of the court case that is now pending in the matter of the firmed location through the City.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

I-15W	I-15W-4(12)81 I-15W-4(15)73 R/W (Igo O.P. - Bannock Cr. I.C.)	Robert E. Ward & Dorothy L. Ward	Parcel No. 8-1
I-80N	I-80N-2(20)132 (E. King Hill I.C.- Gooding Co. Line)	John C. Parke & Juanita P. Parke	Parcel No. 1-1
US 191	F-6471(40) (Rigby-Thornton)	Sam H. Bennion & Faye J. Bennion	Parcel Nos. 22 and 22A

Approval of Deeds & Easements. The Board signed the instruments on the following:

I-80N	I-80N-4(2)232 (Cotterell I.C.- Sublett I.C.)	The Raft River Highway District	
SH 21	F.H. 25-6(2) (Stanley-West)	Neal Lamb & Selma Lamb	Parcel No. 10.1
SH 27	S-2862(3) (Overland Bridge to Paul)	W. R. Bailey & Irma Bailey	Parcel No. 9 $\frac{1}{2}$ -R.1
SH 45	S-3754(5) (Walters Ferry Bridge)	State of Idaho, acting by and through the Idaho Fish and Game Commission	Parcel No. 1-1
	Materials Source Br-97, Careywood Pit	Reforestation, Inc.	Portion Gov't Lots 2 & 3 & SE $\frac{1}{4}$ NW $\frac{1}{4}$, Sec. 19, T. 54 N., R. 2 W., B.M.

Approval of Permits to Use Right of Way was given on the following:

US 93 Alt.	F-2353(2) (Arco-North)	Clyde McAfee	2-71-011
US 30	F-2361(6) (Bliss - Hagerman Br.)	Zane G. Harrison	2-71-012

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

Materials Source Pw-48, Power County	Portion NE $\frac{1}{4}$ NE $\frac{1}{4}$, S. 12, T. 7 S., R. 31 E., B.M.
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The Board approved the sale of 12.3 acres at the appraised price of \$1,220.

Materials Source Canyon 72, Canyon County	S $\frac{1}{2}$ N $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, Sec. 9, T. 4 N., R. 2 W., B.M.
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The Board approved a transfer to the Fish and Game Department for a token amount.

Discussion of Counter Offer as Proposed by Atlas Mining Company in Settlement of Parcel No. 49 (I-90-1(45)69, Mullan - East & West). The Board approved settlement in the amount of \$125,000 based on a counter offer from Atlas Mining Company.

Tort Insurance Coverage Authorized by Board. The Board directed the Department to purchase through the State Insurance Commissioner liability insurance covering tort claims against the Department as set forth in House Bill 242 of the First Regular Session of the Forty-First Legislature in the amount of \$100,000 per person, \$300,000 in any one accident where two or more persons have claims or judgments on account of personal injury or death and \$100,000 for damage to property.

The first annual premium as stated by the Commissioner of Insurance would cost the Department a premium of \$104,053. This premium would be subject to reduction after the first year of experience depending on claims experience of the Department in this coverage.

Board Meets with Forest Service Regions I and IV and Federal Highway Administration on Forest Highway Reclassification. The Board and the Department met March 23 with the following representatives of Regions I and IV of the U.S. Forest Service and the Boise and Portland offices of the Federal Highway Administration:

Forest Service - Region I

Clifford Miller, Regional Engineer
Fred Burnell, Transportation Planning Engineer
Bruce Minders, Assistant Chief, Division of Engineering

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Forest Service - Region IV

James Usher, Regional Engineer
Harry Tullis, Assistant Regional Engineer

Federal Highway Administration

Omar L. Homme, Idaho Division Engineer
Jerry Lind, Field Operations Engineer
John Mors, Federal Projects Engineer
Ralph Korff, Construction Planning Engineer

Subjects discussed included a revised five-year Forest Highway Program and Forest Highway System changes (Class III) which would be required as a result of the 1970 Highway Act.

The 1972 fiscal year program was revised to reflect increased estimates of project cost and the proposed rescission of \$3,800,000 in prior authorizations.

The following three projects were allocated priority for funding with 1972 fiscal year funds:

Mountain Home - Hill City, West 12.3 Miles (Paving)

Clark Fork Highway - Hurschell's Light House, East 5.6 Miles
(Bs. & BST)

St. Joe Highway - Calder, East 4.9 Miles (Grading, Bs. & BST)

Disposition of the following Class III Forest Highway Routes were considered:

F.H. Route 9, Enaville - Montana State Line
F.H. Route 36, Rock Creek Road
F.H. Route 43, Bannock Highway
F.H. Route 45, Coolin Road
F.H. Route 48, McCall - Stibnite

It was the consensus of the group that F.H. Route 9 be retained and that F.H. Route 43 be dropped as parts of the Forest Highway System. The Forest Service took no position on Route No. 45 but requested that Route Nos. 36 and 48 be retained on the Forest Highway System. The latter route would be modified to terminate at Yellow Pine instead of Stibnite.

The Board pointed out that final recommendations on all routes would require concurrence of local officials. The Department was directed to enter into negotiations with commissioners of the counties involved in an attempt to resolve the disposition of all routes and to take appropriate action.

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A Tri-Agency Forest Highway tour was tentatively scheduled in August for the purpose of seeking local support for increased Forest Highway financing.

Board Authorizes Release of Lewiston Hill Economic Impact Analysis Study I and II. The Board authorized release for public distribution of the Larry Smith and Company's Economic Impact Analysis of the Lewiston Hill U.S. 95 Study, Volume I and Volume II, due to the delay caused by new environmental study requirements.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for April 19 & 20, 1971.


 HOWARD B. THOMASON, Chairman

Read and Approved
 April 19, 1971
 Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

April 18 & 19, 1971

The Idaho Board of Highway Directors met in stated regular session at 3:30 p.m. in Room 201 of the State Highway Building, Boise, Idaho, Sunday, April 18, 1971. Present were:

Howard B. Thomason, Chairman - Director, District 3
 Lloyd F. Barron, Vice-chairman - Director, District 2
 John G. Fanning, Member - Director, District 1
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary

Future Board Meeting Dates Set. The next meeting of the Board will be the tour of North Idaho, Monday, May 24, through Wednesday, May 26, beginning at Coeur d'Alene and ending at Boise. The regular May meeting of the Board will continue in Boise on Thursday and Friday, May 27 and 28.

The regular June and July meetings are set for Tuesday, Wednesday and Thursday, June 29, 30 and July 1.

Miscellaneous Correspondence Read. The Board read two letters from Carl Agren dated March 26 addressed to Mr. Fanning and Senator Church regarding the location of U.S. 191 through Rigby.

Merit Increase Approved. A step 7 merit increase was approved for Roy Harden, Assistant District Engineer (Operations) - District No. 1, from \$1206 to \$1267, effective May 1.

April 18, 1971

Retirement of Department Employees. The Board adopted the following policy which supersedes Board Policy No. 619 relating to retirement of Department employees:

619 - Retirement of Department Employees

All Department employees, hourly or certified, will be placed on retirement status upon reaching age 65.

Extensions for continued full time employment may be granted by the State Highway Engineer in accordance with Personnel Commission regulations on a year-at-a-time basis, upon certification by a District Engineer, Division Head, or higher authority that the retireable employee's services are essential to the Department in the performance of its public service. (Supersedes policies of 4/13/61 and 5/20/63)

Assistant State Highway Engineer (Engineering) Appointment Announced. State Highway Engineer Mathes informed the Board that Donald L. Cox, Construction Engineer, was his choice to fill the position of Assistant State Highway Engineer (Engineering) vacated recently by retiring Chas. E. Aldrich. This choice was made following interviews of six candidates all from within the Department. Mr. Mathes appraised the Board of this appointment.

The candidates were interviewed on the basis of appointments to either the position of Assistant State Highway Engineer (Operations) or (Engineering) should the State Highway Engineer in the future choose to make a lateral shift in these positions.

Automated Data Processing Status Report. The Board was advised that an IBM 360-40 computer had been ordered and should be installed "in house" by May 15 under a lease agreement.

Construction Status Report. Vic Richardson, Assistant State Highway Engineer (Operations), in reporting on the Thama Rocks project stabilization efforts, advised that subsidence has ceased as a result of a berm placed on the lake side of the Burlington Northern Railroad.

Stabilization problems being encountered by the Federal Highway Administration in Ellisport Bay with the Denton Curves - Hope project were also recounted to the Board.

W. H. Manufacturing Company's Bid for Chip Spreader Rejected. In response to a letter to the Board from W. H. Horner, President, W. H. Manufacturing Company, Pocatello, the Department reviewed with the Board all aspects of the bidding proposal and bidders response and concurred in the Department's recommendation and the State Purchasing Agent's bid award decision in the matter.

The Board so advised Mr. Horner by letter of its decision.

April 18, 1971

CCD199

Request to Land Five Private Airplanes on Fairview Avenue Granted. In response to a letter of request dated April 7 from Lewis H. Enloe, Jr., Resident Manager, Simplot Aviation, Inc., Boise, and supported by the City of Boise, Boise Police Department, Idaho Department of Aeronautics, together with a \$1,000,000 public liability policy protecting the Department and the State of Idaho, State Highway Engineer Mathes recommended to the Board that Mr. Enloe be granted permission for the landing during the early morning hours of May 7 and taking off at the same time and from the same section of Fairview Avenue between Orchard Street and Curtis Road on May 17.

To this the Board concurred.

The request is occasioned for a public viewing of the aircraft on the Grand Central parking lot at Cole Road and Fairview Avenue between the above two dates.

American Falls Shed Site Acquisition Approved. Upon the recommendation of Vic Richardson, Assistant State Highway Engineer (Operations), the Board approved the purchase, by exercising an option which expires prior to June 1, of 12 acres west of American Falls in the amount of \$21,000 for a maintenance shed site which would replace the obsolete facilities located in American Falls.

Scheduling of Design Hearings Approved. The Board concurred in going to design public hearings on the following:

F-2391(23), Snake River Bridge & Approaches, Twin Falls - when ready.

FH 1-2, U.S. 95, Copeland North - when designs by the U.S. Department of Transportation are complete. Forest Highway Funds would finance the project.

Results of Opportunity for Hearing on Oregon Line North Reported. Hearing Officer Summers reported that after having offered an opportunity for a public hearing on the Oregon Line North Project No. ST-3111(521) and having received no request for such hearing, the project is deemed acceptable to the public.

To this the Board concurred.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

ST-5115(531) & Stockpiles 5575 and 5576 - The work consists of constructing a plant mix pavement on 6.156 miles of US-95 (MP 401-407), Tensed-North, Tensed and Plummer Stockpiles, in Benewah County - State financed. The contract was awarded to Inland Asphalt Company, Spokane, Washington, the low bidder, on April 19, 1971, in the amount of \$216,510.00.

STM-6354(524) and STM-6873(515) - The work consists of seal coating approximately 4.38 miles of US-93, Jct. SH-28 - Carmen Bridge and 9.40 miles of SH-28, Baker - Jct. US-93, in Lemhi County - State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on April 22, 1971, in the amount of \$48,790.00.

STM-6462(507) and STM-6462(508) - The work consists of seal coating approximately 30.58 miles of SH-88, Howe - A.E.C. and Jefferson County Line - East, in Butte and Jefferson Counties - State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, on April 19, 1971, in the amount of \$75,484.00.

Plans, Specifications and Estimates Approved. The Board reviewed and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
I-15-3(41)168	Dubois Rest Area	\$ 153,993
F-FG-6471(51)	Ucon - Rigby	\$1,485,940
S-6745(1)	Rigby East Connection	\$ 67,077
F-6471(35)	Rigby South Connection	\$ 199,825
STS-1531(513) & STM-1481(551)	Ovid-Montpelier Strs. & Concrete Slab	\$ 100,000

Board Requests Department to Present 1971 Fiscal Year Project Deferrals. In order to bring the Department's construction funding and 1971 Fiscal year construction program into balance, the Board directed the Department to submit a list of projects that could be anticipated to be brought to bid letting stage during the fiscal year July 1, 1971, to June 30, 1972, that the Board might select from those projects, specific projects that should be deferred.

The Board directed the Department to select mainly those projects contemplated during that period on the State Primary System and one project on the State Secondary System together with approximately \$500,000 in betterment projects that are anticipated for the fiscal year.

MONDAY, APRIL 19, 1971

The meeting of the Highway Board reconvened at 8:00 a.m. in the State Highway Building, Boise, with the following persons present and participating:

Howard B. Thomason, Chairman
Lloyd F. Barron, Vice-chairman
John G. Fanning, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary

Minutes. The Board approved the minutes of the March Board Meeting.

April 19, 1971

CCD199

Utility Facility Relocation Determinations. The Board, after viewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

S-5735(1), Spokane River Bridge at Post Falls, Kootenai County - The Washington Water Power Company, General Telephone Company of the Northwest, City of Post Falls and Hughes Construction Company

Approval of Acquisition of Property, Project No. I-80N-3(22)159, Parcel No. 9. Upon recommendation by the Chief Legal Counsel and Chief Right of Way Agent, the Board authorized acquisition of the total ownership of the Alberg parcel at a cost of \$49,000, plus the necessary relocation costs applicable under the 1968 Highway Act.

Approval of Deeds & Easements. The Board signed the instruments on the following:

US 93	F-2353(2)	Clyde McAfee	Parcel No. 14.1
Alt.			

US 30	F-2361(6)	Zane G. Harrison	Parcel No. 14.1
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Approval of Exchange Deed (Access). The Board signed the instrument on the following:

SH 27	S-2862(4)	Zelma Ida Bauer	Parcel No. 16A
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Approval of Permit to Use Right of Way was given on the following:

US 30	F-2361(11) (Filer-West)	William H. Olson	2-71-29
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Annual Redistribution of Unclaimed Local Federal Aid Secondary Funds Made. Secondary Roads Engineer Marcey Laragan submitted a tabulation indicating that counties or jurisdictions within the counties did not commit a total of \$678,000 in local Federal Aid Secondary funds within the allotted time period of one year. In addition, \$157,000--\$72,000 from the Banks-Lowman project in Boise County and \$85,000 from the Warren Wagon Road project in Idaho County--could not be committed in the immediate future since the associated Forest Highway funding would not be available for an indefinite period of time. It was determined that this \$157,000 should also be withdrawn from these two counties to be replaced when the projects priority could be reestablished in the future.

From this total amount of \$835,000 the Board granted the City of Nampa \$60,000 to finance an urban project engineered and ready to go to contract resulting in a remaining uncommitted balance of \$775,000. The Board determined to transfer this balance to the State Highway Secondary Federal Aid account through the assurance of the State Highway Engineer that the amount would be under contract during the current construction season on such needed projects as plantmix overlay on State Highway 68 and State Highway 51.

U.S. 93 Access to Lickley Property Viewed. In answer to a request by the Board, the Legal Division submitted a three page opinion dated April 19 concerning the matter of complying with an access request to the Lickley properties on both sides of U.S. 93 immediately north of the Twin Falls Interchange. The Legal Division's advice was that the State of Idaho has not legally established control of access on U.S. 93 from the Lickleys property.

Board Vice-chairman Barron volunteered to meet with Mr. Lickley and to try to effect an exchange of access for that which is now being used by the Lickleys to a point north of a 300-foot area north of the proposed off and on ramps of Interstate 80N north of Twin Falls.

Removal of Spaulding Bridge, Abutments and Piers Approved. The Board authorized going to public hearing in the matter of removal of the Spaulding Clearwater Bridge, abutments and piers that it might be included as an alternate for bidding purposes when the Arrow Bridge project is advertised.

Rigby U.S. 20-191 Location Reviewed. District 6 submitted through Deputy State Highway Engineer Tisdale a new design through Rigby for U.S. 20-191 on a freeway basis with full control of access through the business section with a frontage road on the west side of the freeway serving the business district with an interchange at either end.

The Board looked upon this with favor and directed the Department to meet with the City of Rigby and the Jefferson County Commissioners as to their views on this new design proposal and report back to the Board.

Speed Control Zones (SH 48, US 26, US 26 Bus., SH 18, SH 52A, SH 73, SH 45, US 30, SH 69, SH 21, SH 52 & SH 16). The Board approved the prima facie speed limits on SH 48, US 26, US 26 Bus., SH 18, SH 52A, SH 73, SH 45, US 30, SH 69, SH 21, SH 52 & SH 16, as recommended and stated in marked Exhibit A-380, which is made a part hereof with like effect as though included in full herein.

Abandonment from the State Highway System (US 93A). The Board approved the abandonment of two sections of former State Highway No. US 93A, 1.800 miles in length, and described as beginning at a point 3.582 miles southeast of the junction with US 93 and ending at another point 0.780 mile south of the US 93 junction, as shown in official Exhibit B-97, which is made a part hereof with like effect as though included in full herein.

Relinquishment of 2.6 Miles U.S. 10 Post Falls Approved. The Board authorized the Department to enter into agreement with the Post Falls Highway District to relinquish 2.6 miles of U.S. 10, four-lanes, which will be removed from the State Highway System when Interstate 90 to the Washington State Line is completed. The 2.6 miles are the rural sections from Post Falls to the Washington State Line excluding the mileage within the Cities of Post Falls and State Line. The consideration being \$9,062.33, which is a maintenance cost amortized over a ten year period.

April 19, 1971

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U.S. 26 Business Route to Ririe Designated. The Idaho Board of Highway Directors hereby approves designation of business route U.S. Route 26, described as beginning at a junction with U.S. Route 26, two miles southwest of Ririe, via Ririe, then ending at another junction with U.S. Route 26, one mile south of Ririe.

State Highway 7 Agreement with Prairie Highway District Reviewed. District IV transmitted for Board consideration an agreement asked for by the Prairie Highway District relating to the Department's upgrading State Highway 7 with an oil surface and then to be relinquished to the Highway District.

The Board took exception to two paragraphs and directed that they be stricken, leaving the original agreement as requested by District IV of the Highway Department--that being of improving the road to an oiled surface with added base where needed from Nezperce to the top of the Gilbert Grade and then upon completion of the work to relinquish the respective sections from Nezperce to Orofino to the Prairie Highway District and Clearwater County.

Proposed Speed Changes on U.S. 95. The possibility of 70 mile per hour speed zones on U.S. 95 and State Highway 3 in District IV were discussed with the Board at the request of Legislative members from Districts 6, 7 and 8. It was determined that the improved sections of U.S. 95 from Grangeville to Fenn and from Craigmont to Culdesac could be speed zoned for 70 miles per hour. A speed minute entry will be prepared for action by the Board at the May meeting. Other sections reviewed did not have roadway, operational and speed characteristics that would warrant a higher speed zone at this time. It was decided that both the day and night speed for the above sections would be zoned for 70 miles per hour. Night speed studies will be made with the results reported to the Board at a later date.

Board Reviews Speed Limits on the Interstate System in Idaho. Traffic Engineer Jim Pline reviewed for the Board a gradually increasing speed in rural sections having unrestricted alignment with the suggestion that there are a few sections such as Mountain Home to Boise, Cotterell to Utah State line and possibly other four-lane sections that could be safely increased to 75 miles per hour.

It was determined that no two-lane sections should be increased.

The Traffic Section will bring back to the Board specific recommendations to increase to 75 miles per hour after a full analysis of the System in Idaho is completed.

Twin Falls Speed Zoning. The City of Twin Falls' request for 25 mile per hour zoning on 2nd Avenue East and North was discussed with the Board by Mr. Pline. It was determined by the Board that a 30 mile per hour speed zone should be established on 2nd Avenue except for a 25 mile per hour four block section immediately adjacent to Shoshone Street. This matter will be discussed with City officials with a speed minute entry prepared for the next Board meeting.

Twin Falls Canyon Haul Road Matter Discussed. The haul road from the Jerome bench area into the Snake River was discussed and the Board authorized State Highway Engineer Mathes to negotiate with the Fish and Game Department to assume jurisdiction of the TF-67 haul road with retention of haul road easement rights for some future time when more materials may be needed from the canyon floor.

Forest Highway - Public Lands Funding Discussed. The Board discussed the need for concerted action of Public Lands Western States if the Forest Highway Program funding and Public Lands Program funding is to be continued or brought up to its previous levels of financing.

It was determined that efforts be made to have the Western Regional Council of State Governments Subcommittee on Highways activate a united effort to have the Federal Government restore original funding of this program in the Western Public Lands States at their San Diego May 17 - 19 meeting. Board Vice-chairman Barron and Board Executive Secretary Summers were authorized to attend the San Diego meeting and to contact the Council's Subcommittee on Highways to this end.

During the discussion, it was pointed out that a joint meeting in Washington of Western legislators and Western highway commission members would be advisable to impress on the various Western States' congressional delegations the urgency of restoring these two lagging highway funding programs to previous levels.

Board Members, Secretary, to Attend WASHO. The three Board Members and Board Executive Secretary were authorized to attend the June 7 - 10 WASHO Conference.

Needs Study of Urban Public Transportation Consultant Services Approved. Subject to the approval of Governor Andrus, authority was granted to retain a consulting firm to gather information necessary to complete those forms required by Manual C, Urban Public Transportation of the "National Planning Manual, 1970 - 1990" of the U.S. Department of Transportation, Urban Mass Transportation Administration, January 1971, for \$12,000.

Bureau of Outdoor Recreation Funds Lost for Lack of Matching Money. The Bureau of Outdoor Recreation has offered the State of Idaho \$430,000 to be matched with the same amount of State funds for the construction of various rest areas on the Primary and Secondary Systems in Idaho.

The Board determined that because of the curtailed Department's State highway user revenues as allowed by the 1971 Legislature that these outdoor recreation funds would have to be allowed to lapse.

Board Determines Projects to be Deferred During Next Fiscal Year. Because of the lack of State matching money, the Board took under consideration project deferrals of 23 projects that would be candidates for bid letting stage during fiscal year July 1, 1971, to June 30, 1972. Out of those projects under consideration, the Board determined to defer the following projects:

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PRIMARY PROJECTSTOTAL COST
(In Thousands)District 1Lava - Lund Section of U.S. 30N
East of Pocatello

\$ 1,200

District 2

Addison Avenue in Twin Falls

335

District 3

Karcher Junction West on U.S. 30 (Five Miles)

250

Mesa North on U.S. 95 North of Weiser

1,200

District 4

Cottonwood South on U.S. 95

1,200

District 5

Coeur d'Alene to Garwood on U.S. 95

1,008

District 6

Four Miles of U.S. 20 West of Idaho Falls

450

U.S. 191 near Chester (Southwest)

1,200

SECONDARY PROJECTDistrict 2

Dietrich East on S.H. 25

720

TOTAL

\$ 7,563

In addition, the Board directed the Department to withhold \$500,000 of betterment projects. The Department is to use its judgment in applying this deferral to those previously programmed projects that would cause the least damage to the Highway plant. This type of preventive maintenance is classified in the 1971 Construction Program as the State Highway System Betterment Program.

The cutback was, in the Board's opinion, dictated by the 1971 Legislature's action in reducing the Department's highway user revenues for the fiscal 1971 year in the amount of \$2,700,000. Recognition was given by the Board to additional losses of revenue--court reform - \$300,000, Department of Law Enforcement - new license plates - \$500,000, new tort claim insurance resulting in passage of the tort claims bill removing the State sovereign immunity, together with a first quarter drop of 16 per cent in State Highway user revenue.

April 19, 1971

The Board directed the Department to review on a month to month basis the above selected deferred projects to be assured that available highway user income variables and obligated funds that might fiscally dictate reinstatement of some of these projects or an adding to the list of deferrals as the Department's money flow dictates.

The Board determined not to defer major Interstate projects that can be brought to bid letting in the above fiscal period because of the 92 per cent matching ratio and requiring only 8 per cent State matching money.

WHEREUPON, the Board adjourned until the North Idaho Board Tour which is scheduled for May 24 - 26 and the regular May meeting which will follow on May 27 & 28, 1971.

Shoshone - West, Project No. F-2351(6), Bid Award Authorized. Subsequent to the Board Meeting of April 18 - 19, bids on Project F-2351(6) were opened on April 27, 1971.

The Engineer's Estimate was \$1,001,510.50. The bid of Holmes Construction Co., Inc. was low at \$1,238,210.10, or 23.63 per cent over the estimate.

After a complete analysis of the bids, it became evident that the Engineer's Estimate did not reflect current construction costs for this type of work. Discussions with the FHWA indicated a willingness on their part to award to the low bidder.

State Highway Engineer Mathes discussed the difference between the estimate and the bid price with the Highway Board by telephone, May 6, 1971. It was agreed that circumstances indicate it will be in the public interest to award the contract to Holmes Construction Co., Inc. on the basis of their low bid as submitted. Rapidly increasing costs make it unlikely that a lower bid would be received if the project were to be readvertised.

Bonniers Ferry Overpass and Approaches, Project No. F-FG-5116(8), Bid Award Authorized. Subsequent to the Board Meeting of April 18 - 19, bids on Project F-FG-5116(8), Bonners Ferry O.P. and Approaches, were opened on May 11, 1971.

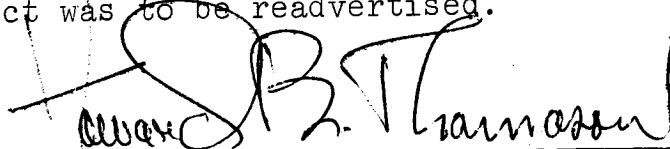
The Engineer's Estimate was \$1,603,608.45. The bid of N. A. Degerstrom, Inc. was low at \$1,844,843.60, or 15.04 per cent over the Estimate.

After a complete analysis of the bids, it became evident that the Engineer's Estimate did not reflect current construction costs for this type of work. Discussions with the FHWA indicated a willingness on their part to award to the low bidder.

April 19, 1971

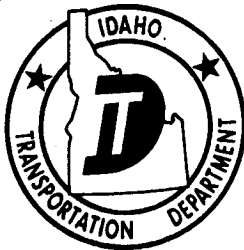
CCD199

State Highway Engineer Mathes discussed the difference between the estimate and the bid price with the Highway Board. It was agreed that circumstances indicate it will be in the public interest to award the contract to N. A. Degerstrom, Inc. on the basis of their low bid as submitted. Rapidly increasing costs make it unlikely that a lower bid would be received if the project was to be readvertised.


HOWARD B. THOMASON, Chairman

Read and Approved
May 27, 1971
Boise, Idaho

End of Memorandum Oct. 8, 1971/ET



HISTORICAL RECORDS

Dated May 23, 1971 to February 21, 1973

Comprising the

MINUTES OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

and the

IDAHO TRANSPORTATION BOARD

An INDEX of the Board minutes by alphabetic arrangement and by project number from June 1951 to and including June 1977, is located on the last half of microfilm roll number HR-6.

A record of the legislative action which created each Department is on the next frame.

The microfilm images hereon are a true and accurate reduction of the actual MINUTES mentioned above. They have been filmed in the normal course of business and under authority of the Idaho Transportation Department Administrative Policy No. A-06-25 and statutes and regulations cited thereon.

MICROFILM ROLL NO. 12

SEAMAN S. MILLS
General Services Supervisor

Date Filmed 8 Sept 77

By Luan Knospe

Lens Reduction 25X

on a Bell and Howell
Planetary Camera

FRONT

MINUTES OF THE NORTH IDAHO BOARD TOUR

May 23 - 26, 1971

and

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

May 27 & 28, 1971

The Board assembled at Coeur d'Alene Sunday afternoon, May 23, to begin their tour of North Idaho. Those on the tour were:

Howard B. Thomason, Chairman
 Lloyd F. Barron, Vice-chairman
 John G. Fanning, Member
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary
 E. D. Tisdale, Deputy State Highway Engineer
 Omar L. Homme, Division Engineer, Federal Highway Administration,
 Boise

District Engineers from the respective Districts accompanied the Board on tour in their Districts.

MONDAY, MAY 24, 1971

The Board toured northward by way of State Highway 41 and Oldtown to meet the Sandpoint Chamber of Commerce for a coffee stop.

Sandpoint Meeting. State highway projects and development in the area were discussed. Loss of State highway revenue was explained. The Board encouraged local efforts in contacting the congressional delegation for increasing Forest Highway fund allocations and appropriations.

Bonnors Ferry Meeting. Meeting at lunch with 22 interested area citizens regarding highways in the area, the Board informed them that the Bonners Ferry Overpass project bids were acceptable and that the project would proceed as planned.

Local highway needs such as the Copeland Junction to Eastport U.S. 95 section were discussed.

The loss of highway user revenue to the Department as well as an increasing backlog of needs of about \$7 million per year which will be accentuated in the current cut in highway user revenues were also discussed.

Suggestions from the audience varied from a median on the Naples Overpass structure to prevent head-on collisions to Interstate designation for U.S. Highway 95 to facilitate earlier financing of the Copeland Junction to Eastport U.S. 95 section.

May 24, 1971

The Board viewed the alternate locations for the Copeland - Eastport section of U.S. 95 that are going to be a subject of public hearing, then returned to Coeur d'Alene to an evening meeting with the Spokane Chapter of the Associated General Contractors.

TUESDAY, MAY 25, 1971

The Board viewed Interstate 90 to Lookout Pass and reviewed on the ground some of the design problems through Wallace including the controversial Wilma Theater and other right of way problems.

St. Maries Meeting. The Board informed 15 local Chamber of Commerce people that \$890,000 of Forest Highway moneys were made available that day from the Regional Office of the U.S. Department of Transportation for another section on the St. Joe River Road in the Calder section providing the Federal agency can advertise the work before July 1 of this year.

It was suggested to the Board that the Department view State Highway 5 towards Plummer with an idea of constructing more passing lanes where available land would permit. It was suggested staggered or alternate passing lanes be developed--that is eastbound on one location and a westbound passing lane on an alternate location, thus speeding up the slower moving traffic. Deputy State Highway Engineer Tisdale agreed that such projects are worthwhile and that the Department would look into this suggestion.

Moscow Meeting. Meeting with the Chamber of Commerce and the City of Moscow in an evening meeting, the Board reiterated its position regarding the Harvard-Deary improvement - relinquishment to the local highway district as stated by previous Boards.

Board Chairman Thomason recounted the amount of loss of Federal Aid to the Latah County area by turning back over the years several hundred thousand dollars that could have been applied on a local self-help financing basis in area road and highway improvement.

The Board was apprised that the County Commissioners were in the midst currently of consolidating highway districts and hopefully the Harvard-Deary road section would come under only one highway district.

Appreciation was made for the Department's improvements of U.S. 95 south of Moscow.

The Chamber of Commerce submitted the following requests and statements for Board consideration:

State Highway 8 to the east of Troy merits improvement in widening and straightening.

State Highway 9 between Deary and Harvard be paved and kept on the State Highway System.

State Highway 8 to the west of Moscow is subjected to an increasing volume of traffic and merits improvements. Some 400 Moscow residents commute to work at Washington State University daily, and Whitman County people account for about one-third of Moscow's retail sales. It was suggested that such improvements be closely coordinated with planning by the Washington Department of Highways.

The use of Federal funds be investigated for the improvement of the road from Elk River to Dworshak Dam.

The Chamber of Commerce thanked the Highway Department for its continuing interest in assisting the counties in the implementation of highway district consolidation in Latah County.

The group expressed appreciation for the preliminary traffic study recently completed for downtown Moscow but indicated a long-range remedy is needed for the total solution to Moscow's traffic problems. To get started in that direction, they asked that the Board place re-routing of U.S. 95 and State Highway 8 through the downtown area on the five year plan for reconnaissance survey.

They again expressed interest in the installation of a traffic signal light at D and North Main Streets as soon as possible.

Russell Foster, President, Deary Business Association, presented the following seven reasons why the Department should bring the Harvard-Deary section on State Highway 9 up to an oiled standard:

1. This Highway is still a long way from meeting standards and still is an unsafe stretch of road.
2. The Deary-Harvard cut-off has been this way since its beginning, and knowingly to us since 1938--33 years that appeals have been instigated by the Latah County Chamber of Commerce directly to the State Highway Board concerning this situation.
3. The road is referred to in all the correspondence received from the State level as a local road which to our belief is untrue. It is a direct route to Highway 95 and 95A and the newly created Dworshak Recreation Area.
4. We question why some roads are taken out of the County System and placed in the State Highway System when the traffic pattern is no greater than and most of the time less than that of State Highway 9.
5. This Highway is a carrier of State, Federal and private timber products.
6. The State use fee on this road is 3.7¢ per log truck mile and \$228.00 per year per logging truck Federal tax.
7. This road could be utilized more if it were brought up to proper condition. This road could and would carry more traffic, but due to its condition a lot of timid souls are afraid to use it.

May 25, 1971

Moscow Mayor Larry Merk complimented District Engineer Lotspeich for his fine cooperation with the City in helping them identify traffic problem areas and guiding the City towards their solution.

Attorney Robert T. Felton, representing Wayne Mayburry doing business as the Nobby Inn, asked the Board to consider the following seven items:

1. To move Highway 95 off Main Street to Jackson Street from D to 8th.
2. Move Highway 8 off Main Street from 8th to Third.
3. To install traffic lights at D and Main, 8th and Main, Line Street and the Pullman Highway and do what is necessary at Main and the Troy Road.
4. Add a four-way stop at A and Jackson or a traffic light.
5. Leave the four-way stops at 6th and Jackson or a traffic light.
6. Leave all other traffic lights as they are in the downtown area.
7. Put perimeter bypass on the planning agenda.

WEDNESDAY, MAY 26, 1971

Lewiston Breakfast Meeting. The matter of early construction of the Lewiston Hill section of U.S. 95 highlighted discussions with Lewiston Chamber members who expressed concern over the prospect of early construction of a competing route down Steptoe Canyon in the State of Washington.

State Senator Mitchell urged the Board and Department to proceed with early reconstruction of the hill route thereby putting pressure on the State of Washington instead of Idaho being constantly under pressure from the State of Washington.

Board Vice-chairman Barron related a contact made with a western Washington State legislator recently who indicated that financing of the Steptoe Canyon route would meet heavy opposition from legislators representing the western part of Washington.

Idaho State legislator Joe Wagner urged a meeting of minds by the Moscow and Lewiston people to adopt a unified plan of relocating the Lewiston Hill. He urged the Department to pursue the improvement of a four-lane development up river from Lewiston on U.S. 95 to four-lane standards, hopefully qualifying for economic development area funds when available. He urged that two or three more passing bays be explored on the present Lewiston Hill.

Roy Spear urged the Department to keep in closer touch with the Washington State Highway Department as to developments regarding the Steptoe Canyon route, reminding the Board that 98 per cent of the traffic between Spokane and Lewiston would go over the Steptoe Canyon route when it is completed rather than the Lewiston Hill route.

An interpretation of the Board's determination regarding the public hearing statutes was asked for and given by Board Hearing Officer Summers.

Carl Moore, Manager of the Port of Lewiston, pointed out the urgency to the State of Idaho as well as the City of Lewiston for the early development of the Lewiston Hill project and stated that Lewiston should support a one cent motor fuels tax increase.

Tom Feeney also urged the Board and the Department to proceed as best they can to move this project along as fast as practical following an explanation as to congressional requirements regarding public hearings--ecological and environmental reports, etc.--all of which have resulted in a slow down in project development of at least a year compared to 1969.

Craigmont Meeting. Meeting briefly with the Craigmont - Nezperce - Prairie Highway District people at Craigmont, the Board made it clear that the matter of improving and returning State Highway 7 to local jurisdiction was a matter separate and apart from that of relocating State Highway 64 as submitted in public hearing on the Prairie last year.

The Prairie Highway District people were concerned about the permanency of the planned type of reconstruction for State Highway 7 north of Nezperce lest the Highway District be burdened with early reconstruction after relinquishment by the State.

State Highway Engineer Mathes agreed that there is more maintenance to a paved highway than that of a graveled highway when age overcomes the oil mat. However, he assured the group that the Department would provide a roadway ballast of sufficient depth to carry normal loads.

State financing problems and construction programing in the area were outlined. State Representative Harold Reid ventured, in his opinion, that an early legislative emergency action during January of next year in the way of an increase of motor fuels tax by one cent might help to relieve the Department's construction financing dilemma caused by this year's Legislature which transferred money from the counties and State to the cities.

Grangeville Meeting. Meeting with 23 local people, the Board brought the local construction program before the group pointing out financing problems resulting from this year's legislative action.

A report of Forest Highway funding and the need for local congressional contacts for increased appropriations were recounted. The change-over of Forest Highway funds from the General Fund to the Trust Fund was explained.

The Board returned to Boise to meet in regular session the following day.

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THURSDAY, MAY 27, 1971

The Idaho Board of Highway Directors met in stated regular session at 8:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Thursday, May 27, 1971. Present were:

Howard B. Thomason, Chairman - Director, District 3
 Lloyd F. Barron, Vice-chairman - Director, District 2
 John G. Fanning, Member - Director, District 1
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary

Minutes. The Board approved the minutes of the April Board Meeting.

Utility Facility Relocation Determinations. The Board, after viewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

F-FG-5116(8), Bonners Ferry Overpass & Approaches, Boundary County - Washington Water Power Company, General Telephone Company of the Northwest and City of Bonners Ferry

SU-3787(2), Broadway Avenue and Boise Avenue, Ada County - Boise Water Corporation, Idaho Power Company, Mountain Bell Telephone Company and Intermountain Gas Company

F-FG-5116(23) Const., F-FG-5116(21) R/W, U.S. 95, Sandpoint - North, Bonner County - Pacific Power & Light Company, General Telephone Company of the Northwest, Washington Water Power Company, City of Sandpoint and Northside Water Association

The Board, after viewing the project plans, decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

S-3754(5), S.H. 45, Snake River Bridge (Walters Ferry), Owyhee & Canyon Counties - Mountain States Telephone & Telegraph Company

Hearing Determination - State Highway 55 Extension, Project No. F-3271(16). A public hearing was held at the State Highway Department Auditorium, Boise, Idaho, at 8 p.m., Thursday, May 6, 1971.

The Board, having read the transcript made of the testimony and proceedings had at said hearing and having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors finds and determines that:

The Board has reviewed engineering studies, comments by other agencies, and testimony offered at and following the public hearing held on Thursday, May 6, 1971. In view of the short remaining time available to commit advance right-of-way funds for this project, and in view of the substantial testimony presented at the public hearing in opposition to the proposal and in view of the availability of other potential alternatives for the extension of State Highway 55, the Board determined that:

- (1) The proposal for extension of State Highway 55, as presented at public hearing on May 6, 1971, be withdrawn.
- (2) That a request be submitted to the Federal Highway Administration to transfer advance right-of-way funds which were previously requested for this proposal, to other segments of the State Highway System which are more nearly ready for right-of-way acquisition.
- (3) That the Department of Highways be instructed to continue efforts to work with Ada County, the City of Boise, and local citizens to determine the most suitable location and type of facility for a future extension of State Highway service in the Boise River Valley, with recommendations to be presented to the Board at a future date.

State Highway 55 Extension Delegation. Appearing before the Board were E. A. Fulton, Dr. R. C. Derrer and Edward A. Johnson, property owners on the State Highway 55 extension alternates, asking the Board to give serious consideration to not approve the hearing matter on the offered corridor.

They were complimentary to the Board when the Board informed them that a negative decision had been reached in the matter by the Board.

Relocation Assistance Implementation Authorized. Chief Legal Counsel Faber F. Tway advised the Board that the Uniform Relocation Assistance Act of 1970 passed by the 91st Congress and the Idaho Relocation Act passed by the 41st Session of the Idaho Legislature liberalized relocation payments as well as increased the class of persons, firms, associations and corporations entitled to such payments.

The Board was also advised that new federal regulations to implement such Act have not yet been finalized but that both the Federal and Idaho Acts carried emergency clauses and were effective as of the dates of their passage.

The Board was further advised that the Idaho Act was drawn so that relocation payments were on a permissive basis rather than a mandatory basis, but that the federal law required such payments if the State was to receive Federal-aid funds for various highway projects. The Board was further advised that it would be impossible to present for formal hearing a draft of the new Board rules and regulations until a later

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meeting due to legal advertising requirements, lack of manpower in the Legal Division to prepare the same immediately, and the fact that federal rules and regulations have not yet been finalized.

The Board determined that the Idaho Relocation Act of 1971 should be applied to all highway projects and that the Right of Way Division is hereby authorized to make payments to relocatees based on the Federal and State Relocation Acts of 1970 and 1971 respectively, and in accordance with the proposed Instructional Memorandum 80-1-71 dated April 30, 1971, issued by the U.S. Department of Transportation of the Federal Highway Administration on a temporary basis until the Idaho Board of Highway Directors revises and adopts rules and regulations relating to such payments.

Board Meeting Dates Confirmed. Board Meeting dates were confirmed for June 29 through July 1 with a tentative Board meeting scheduled along with a Forest Highway tour the week of August 9.

Miscellaneous Correspondence. A letter from Carl Agren dated May 5 and a more recent letter praising the Board for the latest design concept of a freeway through the business section on the original planned location were read by the Board.

Proposed Salary Revision Plan Approved. The Department submitted for Board consideration a proposed salary revision for Department employees in response to Governor Andrus' Executive Order 71-9.

The Board concurred in the proposal as submitted in a six page report which is available in Central Files. The Board noted the impact on the fiscal 1972 Department salary and wages would be an increase of \$744,918. The Governor has ordered a reduction in personnel to provide the necessary funds within the limits of the approved 1972 fiscal year salaries and wages budget.

Retirement of Department Employees Policy to be Reviewed. After reviewing the Board minutes from the preceding meeting, the Board directed that previously approved Board Policy 619 (Retirement of Department Employees) be revised and resubmitted for further consideration.

Automated Data Processing Supply Inventory Control Study Needs Reviewed. Administrative Director George Neumayer set forth the advantages of a consultant to develop an automated supply inventory and control for the Department.

The Board concurred in the thinking that a study should be made. Mr. Thomason stated in his opinion that \$27,000 to \$30,000 is too high for the program and that it can be done in-house. Mr. Thomason also stated that all consultant fees should be put on a competitive bid basis.

State Highway Engineer Mathes stated that the Department would review its existing consultant selection procedures with the Board at its June meeting.

Merit Increase Approved. The Board approved a Step 6 merit increase for Andrew Nielsen, Assistant District Engineer (Operations), District No. 3, from \$1149 to \$1206 per month, effective July 1.

Overage Employment Extension Approved. The Board approved an overage employment extension for Lloyd Monks, born 9-17-06, Senior Right of Way Agent, from October 1, 1971, to October 1, 1972.

Disposition of Old Spalding Bridge Discussed. The Board was advised that Nez Perce County has reaffirmed in writing its previous offer to purchase the two 50-foot end spans of the old Spalding Bridge for \$12,000 loaded on trucks.

Request to Remove Map from State Capitol Reviewed. The request by Robert Lenaghen, Acting Director of Administrative Services, to remove the map from the State Capitol was discussed and the Board determined in light of the statute which still prevails that the Department explore with Mr. Lenaghen the possibility of reducing the size of the map in the State Capitol Building to that degree that would still conform with the intent and meaning of the statute contained in Idaho Code 40-121; thus, hopefully, assisting in solving the space problem in the State Capitol Building that caused Mr. Lenaghen to initiate the subject of removal.

Board Revises Right of Way Condemnation Deposit Upward. The Board approved the Department's conformance with the recently passed Federal and State statutes causing an increase from 80 per cent to 100 per cent deposit of the appraised amount for right of way actions involving condemnation cases. Board Policy 307 was revised accordingly as follows:

Right of Way Deposits or Payment Under Possession Agreements

When a stipulation has been agreed to between the Department and a right of way owner for possession by the State of the property to be adjudicated thereafter, the Board authorizes the Department to pay to the owner, or deposit into court for the benefit of the owner, 100% of the fair market value of the property, as established by the Right of Way Division.

Approval of Easements. The Board signed the instruments on the following:

SH 8	S-4809(8)	Lloyd L. Hall, doing business as Lloyd Hall Television Company	Parcel No. 2
US 95		United States of America (General Services Administration)	Eastport, Idaho Border Station

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Approval of Agreement. The Board approved an agreement and signed the instrument with L. W. Lickley, et al, providing for settlement of disputed claim of rights of access between right of way of U.S. 93 and adjoining lands lying between Twin Falls and State Highway 25 north of U.S. 93 interchange.

Approval of Orders Abandoning State of Idaho Easements for Material Sources on Project Nos. I-80N-3(45)164 and I-15W-5(13)119 (State Highway 77 to Raft River). The Board signed the instruments on the following:

Cassia	<u>Borrow Sources 3 and 26</u>	
County	Portion NE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ and NW $\frac{1}{4}$ SW $\frac{1}{4}$, Sec. 9, T. 10 S., R. 25 E., B.M.	Easement #2341

Cassia	<u>Borrow Source 26</u>	
County	Portion NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, Sec. 10, T. 10 S., R. 25 E., B.M.	Easement #2345

Approval of Total Purchase. The Board approved the purchase of 640 acres at \$40.00 an acre for a total expenditure of \$25,600 on the following:

I-80N	I-80N-2(10)96 (S.H. 68 - Hammett)	Robert A. Tippet and Janet C. Tippet	Parcel No. 3
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Approval of a Proposed Land Exchange. The Board approved a land exchange between the State and Post Falls Highway District, namely: State owned Materials Source Kt-138 located approximately 2.5 miles north of Ross Point and 1/4 mile west of S.H. 41 for a tract approximately 4.0 miles north of Ross Point and immediately east of S.H. 41.

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus and available for disposal at auction:

Bonneville County	<u>Materials Source Bn-85 and 85 Extension</u>
(East side of Lewisville Hwy. about 6 miles north of Idaho Falls)	Portion SW $\frac{1}{4}$ NW $\frac{1}{4}$, Sec. 17, T. 3 N., R. 38 E., Boise Meridian - \$200.00 minimum acceptable bid.

Latah County	<u>Materials Source - Latah 2</u>
(4 $\frac{1}{2}$ Miles S.E. of Moscow on a County Road)	Portion N $\frac{1}{2}$ NE $\frac{1}{4}$, Sec. 34, T. 39 N., R. 5 W., Boise Meridian - \$1,500.00 minimum acceptable bid.

Latah County	<u>Materials Source - Latah 17</u>
(West of Helmer on North Side of S.H. 8)	Portion NW $\frac{1}{4}$ NW $\frac{1}{4}$, Sec. 2, T. 40 N., R. 1 W., Boise Meridian - \$400.00 minimum acceptable bid.

I-90 I-IG-90-1(17)60 William G. Stansfield Parcel No. 13
 (Osburn -
 Wallace)

The Board approved an offer for sale with minimum acceptable bid of \$5,000.00 at the September 1, 1970, Board Meeting with the stipulation that the house had to be moved; however, there were no bids. The Board approved the sale again at a price of \$5,000 with the stipulation that a portion of the house may be cut off and that the Department would hold the title until the job is done in a workmanlike manner.

Approval of Permit to Use Right of Way.

US 30 F-RF-2361(33) G. & H. Farms, Inc. 2-71-048
 F-2361(11) R/W
 (Filer-West)

The Board approved the moving of a farm approach on the G. & H. Farms 180 feet east of where it now exists.

Approval of Lease of a Portion of Blackfoot Maintenance Yard. The Board approved the leasing of 2.2 acres of the Blackfoot Maintenance Yard to the Atomic Energy Commission for a bus loading and parking area.

Order of Condemnation. The Board approved inclusion in the condemnation of the uneconomical remnant on the northwest side of new right of way and signed the order of condemnation on the following:

US 30 F-FG-3022(19) Francis T. Pfieffer Parcels 8 and
 8A

Approval of Acquisition of Land Outside Right of Way. The Board approved the acquisition of the severed area on the southeast side of the new road containing approximately 13.57 acres and improvements for a price of \$11,235 on the following:

US 20 & F-FG-6471(29) Hancock Parcel No. 11
 191

Maintenance Report. Assistant State Highway Engineer (Operations) Richardson reported that there is a marked decrease in flood potential statewide thus relieving a threatening situation to the State Highway System.

The Board concurred in Mr. Richardson's recommendation to move the old Sage Junction weigh scales to a new installation at Swan Valley. Mr. Richardson also requested Board approval for shifting weigh scales immediately east of Grangeville on State Highway 13 to a point on U.S. 95 west of Grangeville. It is considered that this new location will provide better coverage and should eliminate some local criticism that only logging trucks were of interest to the Department weigh program. The Board concurred in this request.

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Roadside services in the way of free coffee and radio promotional messages at roadside rest areas during holiday seasons was presented and discussed with the Board. The Board determined that during the forthcoming Memorial Day Weekend the service clubs offering free coffee in the Idaho Falls Interstate rest areas should be permitted. The Board further requested close review of the manner in which it was operated and accepted by the public before such future programs be repeated.

Restricted area type radio messages offered by Bozeman, Montana Influence Systems, Inc. were discussed with the Board. A policy will be developed for Board consideration at the July meeting which will specify competitive bidding.

Snake River Haul Road Relinquished. Upon the recommendation of Assistant State Highway Engineer (Operations) Richardson, the Board concurred in the relinquishment of the Department's interest and obligation in the materials haul road in the Snake River canyon except and only that the Department's interest should be perpetuated as to the present easement as a haul road for removing gravel from the canyon floor when needed.

Damage to Interstate Overpass West of Mountain Home Discussed. The Board was apprised that in an attempt to settle damages to the Interstate overpass west of Mountain Home recently struck by a Ralph Miller, Inc. vehicle that his insurance company would settle for \$9,000. The estimated repair cost by the Department is \$11,500.

The Board directed that the Department negotiate on a \$10,000 settlement basis to which the insurance company countered with a \$9,500 offer. The Board then directed the Legal Division to withhold Board approval of the final offer subject to the outcome of bids for repairing the damaged structure.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Project Location</u>	<u>Type of Control</u>
F-2391(1)	Perrine Bridge, North - Jct. S.H. 25	(This action super- sedes Board action dated 6-6-68)
	- Perrine Bridge North - Sta. 267 (approx.)	Type "E"
	- Sta. 267 (approx.) - Sta. 325 (approx.) (I-80N I.C.)	Full Control
	- Sta. 325 (approx.) - Sta. 329 (approx.)	Type "A" *
	- Sta. 329 (approx.) - Jct. S.H. 25	Type "A"

* The Type "A" access includes one unrestricted approach on each side of the road at Station 325+20.

F-3112(21) & F-3112(30)	Mesa Hill - North & South	Type "A"
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Status of Rigby - U.S. 20-191 Design. Harry Day, District 6 Engineer, covered with the Board the latest developments in a four-lane full access control concept through the business section of Rigby on the previously approved location. He stated that State Highway 48 under the plan could either go over U.S. 191 or vice versa.

The interchanges north and south of the business section were viewed by the Board.

Mr. Day stated there was a majority of local support for the new design. The Board approved proceeding with a design hearing on the full access control concept which would include alternative separation designs for State Highway 48.

Rexburg Environmental Study. To comply with the National Environmental Policy Act of 1969, the Department will be required to prepare a draft environmental statement for presentation to public hearing which will necessarily include a discussion of alternative locations.

Project Assignment Change in Local Federal Aid Secondary Fund Transfer. The Board concurred in the use of local Federal Aid Secondary funds for the Fairfield - Corral paving project on State Highway 68 (approximate cost - \$250,000) and Center Section Deary - Troy on State Highway 8 (approximate cost - \$800,000).

1972 Forest Highway Programing Considered. The Board established the following project priorities for funding with fiscal year 1972 Forest Highway funds subject to Forest Service and Federal Highway Administration concurrence:

1. Hill City, West 13.0 Miles (Paving)
2. Hurschell's Light House to Denton Curves (including a right angle temporary connection at Hurschell's Light House).
3. Banks - Lowman, Garden Valley Ranger Station, East.

Speed Control Zones (SH 34, US 30S, SH 77, SH 79, US 93 Spur, SH 46 Spur, SH 75, SH 69, US 95, SH 33, SH 31 and SH 47). The Board approved the prima facie speed limits upon SH 34, US 30S, SH 77, SH 79, US 93 Spur, SH 46 Spur, SH 75, SH 69, US 95, SH 33, SH 31 and SH 47, as recommended and stated in marked Exhibit A-381, which is made a part hereof with like effect as though included in full herein.

Speed Control Zones (US 93, SH 74 & US 30). The Board approved the prima facie speed limits on US 93, SH 74 and US 30, as recommended and stated in marked Exhibit A-382, which is made a part hereof with like effect as though included in full herein.

Relinquishment from the State Highway System (US 93A). The Board approved the relinquishment of a section of former State Highway No. US 93, 1.02 miles in length, and described as beginning at a point 2.38 miles southeast of the junction with US 93 and ending at a junction with county road 1.36 miles southeast of the US 93 junction, as shown in official Exhibit B-98, which is made a part hereof with like effect as though extended in full herein.

FRIDAY, MAY 28, 1971

The meeting of the Highway Board reconvened at 8:00 a.m. in the State Highway Building, Boise, with the following persons present and participating:

Howard B. Thomason, Chairman
Lloyd F. Barron, Vice-chairman
John G. Fanning, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary

Mark Sumida Access Change Requested. Appearing before the Board were Attorneys Roger Williams of Nampa and Robert Butler of Vale, Oregon, and Sam Brown and Ross E. Butler of Grigg Bros. & Butler, Ontario, Oregon, asking Board consideration to move the present access to the Mark Sumida property and increasing the number of accesses to the property which is located on the southeast Idaho side of U.S. 30 at the Ontario Snake River Bridge.

Mr. Williams indicated his client's desire to develop the property as others through the section have and would reimburse the State for considerations the State paid for the needed access control features when the Gayway Snake River section was built a few years ago.

The Board stated they would take their request under advisement and asked the group to file a standard request for access change with the District office.

Nampa - Caldwell Chambers of Commerce Highway Committees. Appearing before the Board were Canyon County Commissioner Ira L. Craven, Ralph Smeed and Rod DaKan of the Caldwell Chamber of Commerce and George Kellogg, Robert W. Sarles and G. M. Brown of the Nampa Chamber of Commerce.

The delegation inquired about project development on the following:

1. State Highway 19 west of Caldwell to Greenleaf.
2. Status of plans to improve U.S. 30 to four lanes between Nampa and Caldwell.
3. Lake Lowell equalizer road connecting Marsing with Nampa via Lake Lowell.
4. U.S. 95 improvement from the Oregon line to the junction of State Highway 55 west of Marsing.

Status of the requested project improvements were explained. Work on sections of State Highway 19 and the Oregon Line North project on U.S. 95 are included in the Five Year Planning Program.

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Mesa Hill Delegation. Appearing before the Board were State Senator David Bivens, State Representative George Danielson, Arthur Wilson and Dale Bingman, Cambridge Commercial Club members, asking that the Board make every effort to expedite the Mesa Hill project which has been deferred a year due to the cutback in State highway user revenues by the recent Legislature.

It was stated that the Mesa Hill north section would be the first to be brought under contract, hopefully in 1972, and the south section should follow a year later--financing permitting.

Representative Danielson indicated optimism of the next Legislature granting an extra one cent motor fuels tax to relieve the financing dilemma.

Senator Bivens inquired as to what other projects in the State were deferred by the Board growing out of the curtailment of State highway user funds which were in turn given to the cities of the State. The list was supplied him.

Fred Stewart Represented by Legal Counsel Discusses U.S. 93 Access. Duff McKee, attorney, appeared before the Board representing Fred Stewart and Alma Clark, regarding access to U.S. 93 north of the Twin Falls Interchange.

Mr. McKee felt that the Board had a contractual obligation not to grant any highway access to the landowner south of the section line, and reviewed the Board's past decisions with respect to the matter.

Mr. McKee was given a copy of an opinion written by the Department's legal counsel, reviewing the history of its efforts to obtain access control along this section of highway and advising the Board that such control had not been legally established.

Lloyd Barron, acting chairman, advised Mr. McKee that he did not see how the Board could deny Mr. Lickley access when he already has established legal access south of the section line.

Interstate 90 Washington - Idaho Border Agreement, Project No. I-90-1(51)0. The Board signed an Agreement entered into between the State of Idaho, Department of Highways, and the State of Washington, to wit: "Wherein the State of Idaho and the State of Washington agree to assume certain construction and maintenance responsibilities necessary to the construction of Interstate Highway I-90 in the vicinity of the line between the two States.

It is further agreed that because of the mutual benefits derived from this proposed construction either Washington nor Idaho will be reimbursed by the other for any funds to be expended in accomplishing the work or services provided for in this Agreement."

Consulting Engineering Agreement with Cornell, Howland, Hayes and Merryfield Approved. The Board approved a consulting engineering agreement with Cornell, Howland, Hayes and Merryfield for an environmental and noise study on the Coeur d'Alene - Wolf Lodge Interchange project at an estimated maximum cost of \$14,893 with a fixed fee of \$1,950.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

F-2391(23) - The work consists of core drilling for foundation investigation of the Snake River Bridge, 1 mile north of Twin Falls, in Jerome and Twin Falls Counties - Federal Aid Primary and State financed. The contract was awarded to Jensen Construction & Drilling Co., Springville, Utah, the low bidder, on May 27, 1971, in the amount of \$45,053.00.

Stockpiles 2567, 2568, 2569 and 2572 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles in the vicinity of Tikura, Butte City, South Howe and Carey (US-20-26 and SH-88), in Lincoln, Butte and Blaine Counties - State financed. The contract was awarded to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder, on June 4, 1971, in the amount of \$44,705.00.

I-15-2(26)72 - The work consists of flattening median slopes, modifying pipe culverts and installing guard rail on approximately 16.86 miles of Interstate 15, Jct. I-15W - W. Blackfoot I.C., in Bannock and Bingham Counties - Federal Aid Interstate and State financed. The contract was awarded to Northwest, Inc., Meridian, Idaho, the low bidder, on June 1, 1971, in the amount of \$172,623.00.

I-15-3(43)127 - The work consists of seal coating a 4-lane divided highway on approximately 7.251 miles of Interstate 15, in Jefferson County - Federal Aid Interstate and State financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, on May 28, 1971, in the amount of \$46,500.00.

Stockpiles 1570 & 1571 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles in the vicinity of American Falls and Downey, in Power and Bannock Counties - State financed. The contract was awarded to Maverick Construction Co., Burley, Idaho, the low bidder, on June 14, 1971, in the amount of \$38,750.00.

Stockpile No. 3547 - The work consists of furnishing aggregate for road mix pavement in stockpile located approximately 0.25 mile south of MP-38.65 (SH-55) west of Karcher, in Canyon County - State financed. The Board directed the State Highway Engineer to award the contract to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, in the amount of \$24,750.00.

STM-2292(502), STM-2392(526) & STM-2353(522) - The work consists of seal coating approximately 42.8 miles of US-93 and 3.8 miles of SH-21, Challis-North, E. Fork-Red Cliff and Stanley-West, in Lemhi and Custer Counties - State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on June 15, 1971, in the amount of \$86,231.80.

STS-1531(513) & STM-1481(551) - The work consists of widening 108' and 144' concrete bridges on U.S. 89 and removing and constructing 2 concrete slabs on U.S. 30N, Ovid - Montpelier and South of Montpelier, in Bear Lake County - State financed. As the low and only bid was 13.9 per cent over the Engineer's Estimate, the bid was rejected.

STS-4113(547) - The work consists of constructing an overhead sign structure and installing guard rail at the Spalding I.C. on U.S. Highway 95, in Nez Perce County - State financed. As the low bid was 58.8 per cent over the Engineer's Estimate, the bid was rejected.

Plans, Specifications and Estimates Approved. The Board reviewed and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
I-80N-3(21)150	Tuttle - Wendell	\$5,345,000.00
I-80N-2(41)96	SH-68 - Gap	2,395,000.00
I-15-3(30)89	Blackfoot-Bonn. Co. Line	184,000.00
I-80N-2(27)132 "B"	King Hill I.C. Temp. Conn.	92,000.00
S-3806(12)	Grasmere-Riddle, Plantmix	445,000.00
I-90-1(88)52	Kellogg-Osburn (Restore Veg.)	72,000.00
S-6751(4)	Lemhi County Line South	420,000.00
SG-1718(8)	Bannock Cr. Rd. (RR X-ing)	38,000.00
ST-1151(505)	Pocatello - Seal	34,885.00
ST-6729(503)	Pine Creek N. and S.	90,865.00
ST-5115(532)	Plummer-Worley	14,250.00
ST-5152(528)	Jct. SH-3 North	27,960.00
STS-1813(505)	Geneva - Jct. SH-61	116,920.00
ST-2790(517)	Camp Road Inter.	11,920.00
ST-2862(512)	Oakley-Burley Overlay & Seal	296,500.00
ST-6715(501)	Jct. US-191-Jct. US-20	
	Overlay & Seal	49,500.00
ST-6471(594)	Jct. I-15 - Idaho Canal	24,060.00
ST-6872(503)	Leadore East Bridge	18,000.00
ST-I-80N	Salt Lake I.C.-Raft River	
	Heatermix, Plantmix, Seal	272,000.00
ST-2011(513)	Salt Lake I.C. South	41,000.00
ST-6471(596)	Sugar City	15,000.00
ST-3021(545)	Oregon State Line East (Seal)	90,000.00
ST-3291(525)	Lowman East & West (Seal)	46,400.00
STS-4749(504)	Jct. SH-64 North	240,000.00
*STS-1032(533)	Yellowstone Ave. in Pocatello	64,000.00

*This project was approved for PS&E by Mr. Barron and Mr. Fanning on Friday afternoon, May 28, and concurred in by Mr. Thomason by telephone on June 2.

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WHEREUPON, the Board adjourned until its next meeting which is scheduled for June 29, 30 and July 1, 1971.


 HOWARD B. THOMASON, Chairman

Read and Approved
 June 29, 1971
 Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS
 June 29, 30 & July 1, 1971

The Idaho Board of Highway Directors met in stated regular session at 10 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Tuesday, June 29, 1971. Present were:

Howard B. Thomason, Chairman - Director, District 3
 Lloyd F. Barron, Vice-chairman - Director, District 2
 John G. Fanning, Member - Director, District 1
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary

Minutes. The Board approved the minutes of the North Idaho Board Tour and the May Board Meeting.

Utility Facility Relocation Determinations. The Board, after viewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

I-15W-4(12)81 "A", Igo Overpass - Bannock Creek, Power County - Idaho Power Company, Mountain Bell and El Paso Natural Gas Company

Robert Hansen, Consultant with Boothe Resources Corporation, Discusses Materials - Supply Automated System. Robert Hansen, Consultant with Boothe Resources Corporation appeared before the Board to explain how the services of his company could effect savings to the Department in the implementation of a materials - supply automated data processing system throughout the Department.

After hearing Mr. Hansen, the Board asked the Department to look further during the next sixty days and report back to the Board as to possible reduction in the proposed \$28,600 fee for development of a materials - supply system.

Administrative Director Neumayer cited the savings that could be effected in the Department's operation by such a system--particularly if the system could be implemented at an early date. Approximately three years would be required for the Department to develop an in-house system without consultant assistance.

Temporary Road Closure Through Farragut State Park Approved. At the request of the City of Bayview, the Board determined to close State Highway 54 through the Farragut State Park during the Fourth of July weekend so-called "hippy" church picnic. Traffic to Bayview is to utilize the highway district road around the north end of the Park to Bayview from State Highway 54.

The Board acceded to the request of the Governor's office to place two 2,500 gallon water tank trailers without tractors in Farragut State Park since the water system in the Park was inoperative during that weekend.

Miscellaneous Correspondence. The following miscellaneous correspondence was read by the Board:

Letter from Claude Marcus appreciating the Board's position regarding the State Highway 55 Extension hearing.

Attorney Roger Cox's letter of June 8 concerning the impact of the full controlled access through Rigby on Jefferson County Co-op business and requesting a meeting on the site with the Board in the matter.

Aeronautics Director Darrell Manning's letters of June 2 and June 25 regarding airport signing at Montpelier and Pocatello from the State Highway System.

Construction Engineer Appointment Announced. State Highway Engineer Mathes announced the selection of Orion Grunerud, District Engineer, District 1, to the appointment of Construction Engineer, effective August 1. This post was vacated last month by the promotion of Donald Cox to Assistant State Highway Engineer for Engineering.

Mr. Grunerud was the Committee's recommendation after interviewing the following six applicants from within the Department: Messrs. Grunerud, Day, Green, Barrus, Browning and Dick.

Policy Concerning Retirement of Department Employees Revised. The Board approved the following revised Board Policy 619:

Retirement of Department Employees

All Department employees, hourly or certified, will be placed on retirement status upon reaching age 65.

Extensions for continued full time employment will be approved by the Board of Highway Directors in accordance with Public Employees Retirement System regulations. The State Highway Engineer will determine each individual employment extension and certify that the retireable employee's services are essential to the Department in the performance of its public service.

June 29, 1971

Semiannual Report on Consulting Engineering Expenditures. Administrative Director Neumayer reported in compliance with Board Policy 623 that during the last six months there have been no consulting engineering agreements entered into by the Department.

Board Approves Data Processing Accessory Rental Contract be Changed from Thirty Days to Twelve Months. Administrative Director George Neumayer presented to the Board the opportunity of saving \$429.00 per month if rental of the following data processing accessory equipment is changed from a thirty day contract to a twelve month contract:

<u>Type & Model</u>	<u>Description</u>	<u>Proposed</u>	<u>Present</u>
1403-N01	30099 Printer	\$ 814.00	\$ 885.00
2314-A01	16157 Storage Control	1,362.00	1,480.00
2415-004	40141 Magnetic Tape Unit	833.00	905.00
2415-004	40344 Magnetic Tape Unit	957.00	1,040.00
2821-001	12678 Printer Control	<u>975.00</u>	<u>1,060.00</u>
		\$4,941.00	\$5,370.00

To this the Board concurred and directed the Department to proceed to a twelve month contract basis.

State Highway Map Contract Extended to Second Year. Upon the recommendation of Administrative Director Neumayer, the Board concurred in extending the current contract for State highway maps with Rand McNally Company with the same quantity and price prevailing for an additional year causing the contract to be that of a two year contract. Cover picture changes together with updating of the basic road map are to be part of the consideration.

Hearing Determinations Made. The Board made the following determinations concerning three hearings held recently. They being:

Proposed Removal of Clearwater River Bridge Near Spalding, Idaho. A public hearing was held at the Nez Perce County Court House, Lewiston, Idaho, at 8 p.m., Friday, May 21, 1971.

The Board, having read the transcript made of the testimony and proceedings at said hearing and having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors found and determined that:

Since no sponsors with financing capabilities of maintaining the structure appeared in the hearing matter, the Board hereby determines that the Spalding Clearwater Bridge, Nez Perce County, Idaho, be removed through alternate bidding when the award is made on the Arrow Bridge construction contract.

Proposed Change of the Configuration of the One-way Couplet in a Four Block Area in the City of Boise, Project No. F-3022(28). A public hearing was held at the State Highway Building Auditorium, Boise, Idaho, at 8 p.m., Monday, June 14, 1971.

The Board, having read the transcript made of the testimony and proceedings at said hearing and having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors found and determined in the affirmative that:

The change in the configuration of the one-way couplet as proposed in the public hearing be accomplished at such a time as the Department and the City of Boise coordinate in this subject following the urban renewal modification of Grove Street.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Boise from said proposed changes.

Proposed Location and Design of a New Bridge and Approach Roadways to Replace the Existing Perrine Memorial Bridge on U.S. Highway 93 North of Twin Falls, Idaho, Project No. F-2391(23). A public hearing was held at the American Legion Hall, Twin Falls, Idaho, at 8 p.m., Tuesday, June 15, 1971.

The Board, having read the transcript made of the testimony and proceedings at said hearing and having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors found and determined that:

The Department should proceed on the proposed location and design as submitted in said public hearing as construction financing becomes available and programing is completed.

WEDNESDAY, JUNE 30, 1971

The meeting of the Highway Board reconvened at 8 a.m. in the Governor's office with the following persons present and participating:

Howard B. Thomason, Chairman
Lloyd F. Barron, Vice-chairman
John G. Fanning, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary

Board Meets with Governor Andrus. Meeting with the Governor at his office, the Board discussed the following subjects:

June 30, 1971

North Fork Coeur d'Alene "Grandad" Bridge - The Governor apprised the Board that the Land Board prior to his administration entered into an agreement with the Army Corps of Engineers to build and maintain a road connecting both ends of the large bridge being constructed by the Army Engineers over the Dworshak Reservoir approximately two-thirds of the way upstream towards Elk River. The Board assured the Governor that the Idaho Board of Highway Directors present and past had never been contacted with respect to this agreement. The Governor asked the Board to have its legal counsel review the agreement for him in the light of the State of Idaho's responsibility.

State Highway Engineer Mathes apprised the Governor on the status of the National Transportation Study concerning Idaho's progress in preparing material to be submitted for the State of Idaho for inclusion in this study.

Mr. Mathes commented that because Idaho was granted \$3 $\frac{1}{2}$ million of Federal Aid in addition to that under allocation during the legislative session, the Department could be coming to the State Board of Examiners for Department budgetary adjustments to utilize this additional Federal Aid. If needed, adjustment would be needed in the areas of capital outlay, other expense and salaries and wages.

The Governor was advised of the Department's progress in implementing the outdoor advertising program whereby signs not consistent with Federal and State law would be acquired and removed. The Department has been recently advised that additional Federal funding will be forthcoming for this program.

Chairman Thomason apprised the Governor of the Board's real concern that recent discussions between Department management and the Personnel Director indicated that no merit program could be included in proposed new salary compensation plans. Such a program is currently utilized by the Department of Highways through the use of Steps 6 and 7 in the Department compensation schedule.

The Governor stated that he was convinced that the State should have a uniform personnel wage program. He indicated that he had been under the impression that Steps 6 and 7 were related to tenure of service rather than for merit purposes. The Board corrected this impression pointing out that it is vital that the Department retain this in its personnel program and that it is a question of management facing up to its management responsibilities. It was the stated view of the Board that all Departments of State government should have a compensation plan containing provision for the merit feature. The Board specifically advised that they would like to be heard by the Personnel Commission and/or the Director of Administration before any decision to eliminate the merit feature from the Department of Highways compensation plan was made. They further suggested that the Governor's assistant, Mr. Ed Williams, meet with Department management to clarify the exact nature of the Department's merit program.

State Representative Helen McKinney Urges Restoring Willow Creek Summit Betterment Project to Present Program. Responding to the Department's cutback of construction and betterment projects from the 1971 fiscal year program, Representative McKinney pleaded for an early restoration of the Willow Creek Summit betterment project on U.S. 93 Alternate together with improvements not presently programmed for the narrow, tight section of U.S. 93 south of Salmon along the Salmon River.

The Board assured her that because of the recent legislative cutback of State revenues this and other projects throughout the State of necessity have to be deferred.

Representative McKinney requested the Department to have State highway equipment based in Salmon repaired in Salmon instead of having the work done in Shoshone.

Assistant State Highway Engineer (Operations) Richardson stated that outside of the major repairs most of the work can be done in Salmon and the Department would follow through in this request.

She further requested that signing at Clayton and at the Challis junction of Highways 93 and 93-A be checked for adequacy. She was assured this would be done.

Legislative Interim Study Committee Meets. The Legislative Interim Study Committee composed of 14 legislators met with the Board to discuss financing problems resulting from the 1971 Legislature's cutback in funding to the Department as a result of granting relief to the cities.

Committee Vice-chairman Senator Yarbrough inquired as to how the Board thought the Legislature should face up to the financing problem.

The Board replied that financing of State government is strictly a legislative prerogative and the Board's position is that of stating the amount of deficiency and the funding required by the Department to bring the State highways in balance with needs. The Board stated that the Department would stand ready to assist the Committee and the Legislature in developing projections of increased revenues by various taxing methods affecting the highway user.

The Board reminded the Committee that the \$3½ million in State Highway Fund cutbacks have resulted in a deferral of \$7,563,000 in Federal Aid highway projects.

The Committee was informed that the Planning Section will, in the next sixty days, supply the Committee with a statement outlining the spread between needs and current available revenues. Vice-chairman Yarbrough stated that this would be very helpful to the Committee in arriving at needed legislation in the way of increased highway user revenues.

June 30, 1971

Planning Survey Manager Ed Equals presented a seven page statement citing the Department's needs and concern as to the future of the Federal Aid System in Idaho. Concern was expressed as to the effect of the revenue sharing program proposed by the Federal government and the effect it would have on the Federal Aid Highway Program should revenue sharing in its proposed concept become a reality.

The Committee retired to meet with the Department again later this year as provided in House Bill 275.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

US 30	F-FG-3022(19) (S. Conn. to Mountain Home)	Harold G. Luntley & Carol S. Luntley	Parcel No. 7
US 95	S-4723(1) (White Bird Connection)	Vern Heckman & Don Heckman, a Co-partnership	Parcel No. 1
		Heckman Ranches, Inc. a corporation	Parcel No. 4

Approval of Total Purchase. The Board approved the purchase of a remainder of the parcel of 0.2 acre at \$650.00 on the following:

I-90	I-IG-90-1(17)60 (E.C.L. Osburn- W. Wallace I.C., Excl.)	Fleeta E. Strobe	Parcel No. 6
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Approval of Quitclaim Deed (Mineral Rights). The Board approved the transfer of the mineral rights and signed the instrument on the following:

I-90	I-90-1(19)62 and I-90-1(45)69 (Wallace - Montana State Line)	Elmer R. Almquist & Marjorie P. Almquist	Parcel No. 90 and Parcel No. 41
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Exchange of Access Deed. The Board approved the request for an exchange for an approach and signed the instrument on the following:

US 95	F-5116(10) (Naples to Bonners Ferry)	Milt Hittle & Toni L. Hittle	Parcel No. 22A
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Discussion of Request for Access to State Highway 33 from the Hashagen and Ryan Property South of Victor Between Survey Stations 80+40 & 86+12 of Project DF 6521(5). The Board delayed action on this request until further study of the entire project can be made.

Authority for Sale of Real Property. The Board authorized the sale of the following property:

US 30	F-1031(17) (4th Ave. Survey)	Portion Lots 20 & 21 Bremer Subdivision in the City of Pocatello - \$500 minimum acceptable bid	Parcel No. 6R and Parcel No. 7R left
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Relocation and Real Property Acquisition Brochures. The Board approved the revision and publication of 5,000 relocation and 5,000 right of way acquisition brochures to conform with recent State and Federal laws on relocation and uniform property acquisition.

Speed Control Zones (I-15W, US 30N, SH 34, SH 36, US 91, US 91 Bus., US 191 & US 93). The Board approved the prima facie speed limits on I-15W, US 30N, SH 34, SH 36, US 91, US 91 Bus., US 191 & US 93, as recommended and stated in marked Exhibit A-383, which is made a part hereof with like effect as though included in full herein.

Policy Concerning Motorist Service Signing and Tourist Information Revised. The Board approved the following revised Board Policy 108:

Motorist Service Signing and Tourist Information

The Board authorizes the Department to place service facilities and tourist information signs at pertinent points alongside the Interstate Highway System in accordance with the standards described in the most recent issue of the MANUAL FOR SIGNING AND PAVEMENT MARKINGS OF THE NATIONAL SYSTEM OF DEFENSE AND INTERSTATE HIGHWAYS as adopted and approved by the American Association of State Highway Officials (AASHO). Specific information service signing panels may be permitted in rest areas or turnouts of the Interstate System but shall not be erected adjacent to or visible from the main travel lanes or intersection ramps.

Service and information signing may be placed on Primary and Secondary routes in locations where tourist facilities would not normally be expected. In order to be eligible for signing, the facilities available in these areas must meet the criteria described in the manual mentioned above.

Tourist information facilities may be established in rest areas or turnouts of the Interstate System, and on the highway right-of-way on the Primary and Secondary System where adequate off-the-road parking is available. Such facilities may be erected and operated by private enterprise subject to an agreement with the State and compliance with Federal Highway Administration regulations concerning these facilities. The Department shall invite submission of proposals for tourist information facilities with final selection by the Board of Highway Directors.

June 30, 1971

THURSDAY, JULY 1, 1971

The meeting of the Highway Board reconvened at 8:30 a.m. in the State Highway Building, Boise, with the following persons present and participating:

Howard B. Thomason, Chairman
John G. Fanning, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary

Rest Area Information Systems Discussed. Appearing before the Board, Andy Matson from Info Systems of Bozeman, Montana explained his company's franchise proposal to supply rest areas in Idaho with his company's radio advertising program. Info Systems at present have 31 rest stops in Montana covered with their localized radio advertising and information. The tapes for the rest area coverage averages approximately ten minutes in length and are restricted to approximately a 300 foot distance limit in the rest area. Nine of the Montana rest areas are on the Primary System, nine on the Interstate System and 13 in private rest areas. The "AAA" or Interstate rest area ten minute tapes are financially supported at rates of \$53.33 per month per spot or \$320.00 per year, Mr. Matson said.

The Board stated that they would take the matter under consideration and the Department would be in touch with him in the future.

The Board further directed the Department to seek competitive proposals for this service.

Mark Sumida Access Request Answered. In response to a request by legal counsel representing Mark Sumida regarding access to his property on U.S. 30 - Gayway Junction - Ontario Snake River Bridge, the Board determined to grant Mr. Sumida two - 40-foot approaches at their present deeded locations and denied requested additional access to U.S. 30 not covered in the right of way deed to the Sumida property. The Board viewed the matter as having been bought and paid for at the time the highway improvement was made and that the safety factor integrity of the highway facility to this extent should prevail.

Prairie Highway District - State Highway 7 Relinquishment Agreement Approved. The Board reviewed a draft of an agreement proposed to be consummated with the Prairie Highway District to take over a section of State Highway 7, taking particular note that the agreement calls for legal loads. The Board suggested that loadometer checks be made during the harvest season after the first section is paved and prior to relinquishment.

Outdoor Advertising Agreement Approved. State Highway Engineer Mathes apprised the Board that the Secretary of Transportation and the Department had concluded an agreement concerning the removal of outdoor advertising in Idaho to comply with Federal and State statutes.

July 1, 1971

Board Directs Legal Action in Removal of Outdoor Advertising Illegal Signs. Upon the recommendation of Chief Legal Counsel Tway, the Board approved the Legal Division to proceed with mandatory injunction and order to show cause in the removal of illegal outdoor advertising signs in Idaho. The Board took this action after an agreement between the Department and the Federal Highway Administration had been consummated.

Federal Highway Beautification Coordinator Meets with Board. Jack Francis, Program Coordinator for Highway Beautification in the Department of Transportation; Terry Crapo, attorney and legislator from Idaho Falls; Harold Grigg and Charles Cosgriff of Cosgriff Outdoor Advertising Company of Twin Falls; Rulon Webb of Galaxy Outdoor Advertising Company of Pocatello; and Douglas Snarr of Snarr Advertising Company of Salt Lake City, Utah, appeared before the Board.

The Board advised Mr. Francis that the Department could not enter into a compensable outdoor advertising removal program before sufficient Federal moneys were assured the Department to complete the statewide sign removal program--it being estimated that about \$4 million in added funding would be needed.

State Highway Engineer Mathes stated that it would be at least 60 to 90 days before the Department would be ready to begin a removal program of compensable outdoor advertising signs as it has just been very recently that moneys were in sight for such a program and that the Department had to gear up with personnel and appraisal procedures before starting the actual removal of signs.

Mr. Francis stated that the State of Idaho appeared to lead all other states in the matter of sign inventory and ground work laid to implement the program and that hopefully the Federal government could see its way clear to meet the future financing assurances required of it by the State of Idaho.

Terry Crapo, representing the three outdoor advertising firms, urged the Board to instruct the Department to follow the seven priority guidelines listed by the Federal Highway Administration PPM dated April 6, 1971, with the number one priority being hardship cases. He stated that removal on an area by area basis instead of company by company basis would cause companies to become uneconomically operational and cause additional compensation in the sign removal program. He mentioned Judge Callister in his ex party comments with Department Chief Legal Counsel Tway had stated that everyone would have to be treated alike in the matter of sign removal.

Board Chairman Thomason stated that the Department had not determined what method to pursue but appreciated the industry's comments submitted by Mr. Crapo.

Idaho Bridge Replacement Priority Program Reviewed. The Planning and Traffic Division reviewed with the Board a bridge replacement priority listing of bridges in Idaho on the State Highway System in need of ultimate replacement. The Perrine Memorial Bridge at Twin Falls heads the list.

July 1, 1971

July Design Hearing Dates Announced. Board Executive Secretary Summers apprised the Board that the Copeland - Eastport location and design public hearing is scheduled for July 15 and the Mesa Hill north and south design hearings scheduled for July 26 and 27.

Consulting Engineering Agreements Approved. The Board approved the following consulting engineering agreements:

SH-68, Tollgate NE, J-U-B Engineers, Inc., \$44,071.19.

Hamer-Dubois & Spencer-Monida (Structures), Barton, Stoddard, Milhollin & Higgins, \$35,954.93.

Marsing North (Structures), Smith & Monroe Engineers, Inc., \$11,999.00.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-80N-2(9)91 "B" - The work consists of furnishing and installing signing, illumination and delineation on Interstate I-80N from Sebree to State Highway 68, in Elmore County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Vern Hoaglin Construction Co., Inc., Corvallis, Oregon, the low bidder, in the amount of \$83,460.25.

STM-3022(554) - The work consists of constructing a temporary detour and repairing a 212' concrete overpass, Cleft Grade Separation on Interstate I-80N, in Elmore County - State financed. As the low bid was 87.2 per cent over the Engineer's Estimate, the bid was rejected and the project will be readvertised.

STM-3112(533) & STM-3862(502) - The work consists of painting 2 steel bridges (approximately 908 tons) over the Snake River in the vicinity of Weiser and Payette (US-30 and SH-52), in Washington and Payette Counties - State financed. The contract was awarded to Hanson & Wilson Painting, Boise, Idaho, the low bidder, on June 14, 1971, in the amount of \$22,990.00.

ST-6729(503) - The work consists of constructing a plant mix pavement on approximately 4.0 miles of SH-31, (MP 12.1 - 16.1), Pine Creek North and South, in Bonneville and Teton Counties - State financed. The contract was awarded to Kennaday Paving Company, Idaho Falls, Idaho, the low bidder, on June 16, 1971, in the amount of \$95,420.00.

F-FG-5116(23) - The work consists of constructing the roadway, a plant mix pavement, a 212' steel railroad underpass, a 212' concrete bridge and seeding on approximately 0.962 mile of US-95 and 0.779 mile of SH-200, Sandpoint - North, in Bonner County - Federal Aid Primary and State financed. The contract was awarded to Max J. Kuney Co., Spokane, Washington, the low bidder, on June 30, 1971, in the amount of \$2,141,091.75.

S-2867(4) & ST-2790(517) - The work consists of constructing the roadway, drainage structures, road mix pavement and seal coating on 2.462 miles of the Camp Road and 0.189 mile of SH-24 to Youth Ranch, in Minidoka County - Federal Aid Secondary and County financed project and State financed project. The contract was awarded to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder, on June 29, 1971, in the amount of \$164,485.50.

ST-1151(505), STM-1032(536) & STM-1024(544) - The work consists of constructing a road mix pavement (scrub coat) and seal coat on approximately 3.8 miles of I-15, So. Pocatello I.C. - Pocatello Creek I.C., seal coat on 1.21 miles of the Alameda Road and seal coat on 4.2 miles of US 30N, American Falls Business Loop, in Bannock and Power Counties - State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, on July 6, 1971, in the amount of \$58,352.00.

Stockpile No. 5578 - The work consists of furnishing aggregate for base, road mix pavement and cover coat materials in stockpiles adjacent to SH-57 at Priest River, in Bonner County - State financed. The contract was awarded to DeAtley Corporation, Lewiston, Idaho, the low bidder, on July 8, 1971, in the amount of \$50,513.00.

STM-1481(550) - The work consists of seal coating approximately 23.7 miles of US-30N (MP-342.8-366.5), Pebble - Soda Springs, in Caribou County - State financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, on July 2, 1971, in the amount of \$53,005.00.

S-3754(5) - The work consists of constructing a 685 foot pre-stressed concrete bridge and approaches over the Snake River at Walters Ferry on SH-45, in Owyhee and Canyon Counties - Federal Aid Secondary and State financed. The Board directed the State Highway Engineer to award the contract to Miller Construction Co., Boise, Idaho, the low bidder, in the amount of \$636,940.45.

Stockpile No. 4574 - The work consists of furnishing aggregate for road mix pavement and anti-skid material in stockpiles in the vicinity of Moscow, 1/4 mile west of MP-361.82 (US-95), in Latah County - State financed. The contract was awarded to Crow Rock Products, Inc., Moscow, Idaho, the low bidder, on July 2, 1971, in the amount of \$52,000.00.

ST-5115(532), STM-5152(527) & ST-5152(528) - The work consists of seal coating approximately 6.0 miles of US-95, Plummer-Worley, and approximately 18.75 miles of US-95A, Latah County Line - Emida and Santa - North, in Benewah County - State financed. The contract was awarded to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder, on July 8, 1971, in the amount of \$57,055.00.

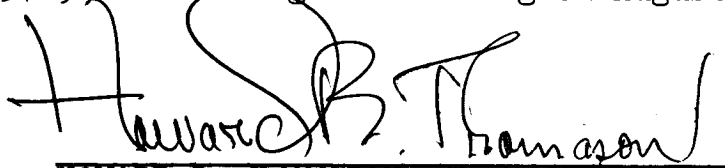
July 1, 1971

Plans, Specifications and Estimates Approved. The Board reviewed and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
I-80N-1(54)28	Caldwell-Maple Grove (Safety)	\$360,267.00
I-80N-2(43)128	E. King Hill Temp. Conn.	134,316.60
FL-11-1(1)	Oregon St. Line North	455,966.75
RS-4800(11)	5.3 Mi. West of Deary-West	827,550.00
U-3281(25)	Nampa One-Way Couplet	300,000.00
T-4031(1)	Nampa 2nd Ave. Ext.	310,000.00

Modification of Building Plans. Assistant State Highway Engineer Richardson discussed with the Board the need to adapt standard plans that were prepared for the Shoshone E.O.C. to fit the proposed E.O.C. at Rigby. The Board concurred in a fee of approximately \$1,500 for this service. The firm of York & Williams, original designers, is to perform the modifications.

WHEREUPON, the Board adjourned until the Forest Highway Tour which is scheduled for August 9 - 11, 1971, and the regular meeting on August 12 and 13, 1971.


 HOWARD B. THOMASON, Chairman

Read and Approved
 August 12, 1971
 Boise, Idaho

MINUTES OF THE TRI-AGENCY FOREST HIGHWAY TOUR

August 9, 10 & 11, 1971

and

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

August 12 & 13, 1971

Tri-Agency Forest Highway Tour. In the touring party were Lou Lybecker and John Mors of the Vancouver office of the Federal Highway Administration; Omar Homme, Idaho Division Engineer, Federal Highway Administration; James Usher and Mr. Dalling of Region 4, U.S. Forest Service, Ogden; Clifford Miller of Region 1, U.S. Forest Service, Missoula; and Department personnel - Board Vice-chairman Lloyd Barron, State Highway Engineer E. L. Mathes, Deputy State Highway Engineer E. D. Tisdale and Highway Board Executive Secretary Wayne Summers. Joining the touring party at Challis was Board Member John Fanning;

August 9-11, 1971

at Missoula - Region 1 Regional Forester Steve Yurich, and at Wallace - Board Chairman Howard Thomason. The Missoula Forest Service officials left the tour at Grangeville and the Ogden Forest Service officials at McCall. District Engineers from Districts 2, 6, 5 and 4 accompanied the touring party within their Districts.

The itinerary included State Highway 55 to Banks, Forest Highway Route 24 Banks to Lowman, State Highway 21 to Stanley, U.S. 93 to Salmon and Lost Trail Summit, thence to Missoula, Wallace, by Shoshone County Road to Avery, over Moon Pass, thence to St. Maries, U.S. 95A, State Highway 3 and U.S. 12 to Lewiston, thence to Grangeville, Riggins, Forest Development Road up the Salmon River - French Creek Grade to Burgdorf, Warren Wagon Road to McCall, U.S. 95 to Boise. Forest Highway Routes covered on the tour were: Nos. 23, 24, 25, 30, 50, 15 and 21. The touring party covered a distance of approximately 1,100 miles. No local meetings were scheduled.

THURSDAY, AUGUST 12, 1971

The Idaho Board of Highway Directors met in stated regular session at 8 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Thursday, August 12, 1971. Present were:

Howard B. Thomason, Chairman - Director, District 3
 John G. Fanning, Member - Director, District 1
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary

Minutes. The Board approved the minutes of the June - July Board Meeting.

Utility Facility Relocation Determinations. The Board, after viewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

RS-1833(5), West River Road, Bingham County - Mountain Bell and Idaho Power Company

F-FG-6471(29) R/W, F-RFG-6471(51) Const., Ucon - Rigby & Ucon North Connection, Bonneville & Jefferson Counties - Mountain States Telephone & Telegraph Company and Utah Power & Light Company

S-6745(1), Rigby East Connection, Jefferson County - Mountain States Telephone & Telegraph Company and Utah Power & Light Company

FL-11-1(1), U.S. Highway 95, Oregon St. L. - North, Owyhee County - Owyhee Telephone Company

F-6471(35), U.S. Highway 191, Rigby South Connection, Jefferson County - Mountain States Telephone & Telegraph Company and Utah Power & Light Company

August 12, 1971

S-4746(2), Reubens Road, U.S. 95 - North, Lewis County - Washington Water Power Company and Pacific Northwest Bell Telephone Company

I-80N-3(21)150 R/W & P.E., I-80N-3(51)150 "A" Const., Tuttle - Wendell, Gooding County - North Side Canal Company, Mountain States Telephone & Telegraph Company and Idaho Power Company

ST-6471(596), U.S. Highway 20, Sugar City (Center Street), Madison County - Utah Power & Light Company

Commissioner of Law Enforcement John Bender Discusses Roving Weigh Master Scale Operation Plans. Commissioner Bender advised the Board that he plans to restore an adequate roving weigh master weighing operation contingent upon Board approval of additional financing through interaccount billing to cover operations this fiscal year. Financing needs for the balance of this fiscal year will be approximately \$50,000. Future operations are proposed for financing in Law Enforcement's 1973 fiscal year budget.

In the absence of Weigh Master Superintendent Les Lund, Commissioner Bender reported to the Board that eight pickups are now on order for the roving weigh master operations to be partially manned with the existing weigh master personnel. Additional needs during this fiscal year which the Commissioner proposes to accomplish with an interaccount billing calls for eight additional weigh masters since two personnel are required to man each unit. The eight units are to be based at Idaho Falls, Pocatello, Twin Falls, Boise (2), Lewiston, Coeur d'Alene and Sandpoint. The Commissioner stated he thought an additional four units will be required in fiscal year 1973 to provide full protection for the State Highway System in Idaho.

He plans to have the eight pickups on order in operation by this September.

Commissioner Bender further proposes upgrading of salaries of the weigh masters in order to train and hold competent personnel and that the port of entries will no longer be a training ground for State Police but a division that will offer career opportunities within the weigh master division of his Department.

The Board concurred in his request for the Department to finance the eight additional personnel as requested if it can be accommodated within the Department's budget.

Concrete Versus Metal Pipe Alternate Bidding Discussed. The Department recounted to the Board established Board Policy Nos. 203, 204 and 205 and Department directives on the use of alternate bidding on highway projects of concrete pipe and metal - asphalt coated metal pipe. Board Policy 204 contains a provision for specifying concrete pipe within a 25 mile radius of Idaho concrete pipe plants in the interest of Idaho's "home" industry. The Federal Highway Administration has indicated that unless alternate bids are obtained the total cost of

the pipe will be non-participating. If alternative bids are obtained, FHWA will participate in the lowest cost alternative regardless of which pipe is selected. Where engineering considerations justify a particular type of pipe and no alternates are used, Federal Aid is expected to apply.

After discussing all facets of the policy, the Board directed the Department to use alternate bidding except where engineering determinations dictated within the 25 mile area in order to determine factually the cost differential between the various pipe types.

The Board asked to be advised on those projects where alternate bidding is used before the awarding of bids.

After the alternate bidding has been in effect for a period of time, the Board asked the Department to submit a summary of pipe costs resulting from the alternate bidding process.

American Falls Interchange Encroachment Discussed. The Board was apprised of an encroachment to the American Falls interchange area that has been increasing in recent years by the extension of a parking area by the Standard Oil Company property on the south side of the Interstate at the American Falls interchange.

The Board determined to take no action at this time until the encroachment is viewed on the ground while the Board is on its South Idaho Tour next month.

Personnel Actions. State Highway Engineer Mathes apprised the Board of the appointment of Andrew Nielsen, Assistant District Engineer, District 3, to that of District Engineer, District 1.

Howard Johnson, District Engineer, District 2, was granted a Step 6 merit increase, \$1340 to \$1406, effective September 1, 1971.

The Board approved the overage employment extension of C. P. Christensen, Watchman-Dispatcher, District 6, to 12-31-71.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

I-80N	I-80N-3(22)159 (Wendell-Jerome)	G. Dale Depew and D. Lucille Depew, husband and wife	Parcel No. 12 (Supplement)
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Authorization for Settlement in Excess of \$40,000.

I-90	I-IG-90-1(51)0 (Wash. St. Line - E. Post Falls)	The Roman Catholic Diocese of Boise, Idaho	Parcel No. 63
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The Board delayed approval until they review supplemental appraisals reflecting the construction bids on the church. It is to be reconsidered at the next Board meeting.

Approval of Deeds & Easements was given on the following:

SH 45	S-3754(5) (Walters Ferry Bridge)	Vera Thomson	Parcel No. 1R
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Exchange of Access Deed. The Board approved an Exchange of Access Deed on the following:

US 30	F-2361(11) R/W (Filer, West)	G & H Farms, Inc.	Parcel No. 3-A
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Approval of Permit to Use Right of Way.

US 2	FHP 2-1(1) (1½ Miles W. of Moyie Springs)	Mark Hilton	5-71-53
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The Board delayed action until further support for the need of an approach at this point can be shown.

Approval to Sell Real Property. The Board approved the sale of the following property:

Materials Laboratory Bldg. 27th & Main St., Boise, Idaho	Lots 3, 4 & 5, Blk. 22, West Side Addition to Boise
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The Board approved sale at a minimum acceptable bid of \$75,000. The Board was advised that the Department plans to make brochures of the building and grounds available for distribution to potential purchasers.

US 95	F-FG-3112(10)	Portion Lot 4, Blk. 2, Douglas Acres Sub., Payette County - minimum acceptable bid of \$25.00	Parcel No. 18-R
US 95	F-FG-3112(10)	Portion SE¼NW¼, Sec. 15, T. 8 N., R. 5 W., B.M. - minimum acceptable bid of \$3,800.00	Parcel Nos. 20-R, 23-R & 24-R(left)
US 95	F-FG-3112(10)	Portion SE¼NW¼, Sec. 15, T. 8 N., R. 5 W., B.M. - minimum acceptable bid of \$1,500.00	Parcel Nos. 20-R & 21-R (right)

Discussion of Request by District for Purchase of the Marsing Maintenance Shed Site Located in a Portion of Lot 1, of Sec. 3, T. 2 N., R. 4 W., B.M. The Board approved acquisition of the maintenance shed site up to \$11,500, the appraisal price being \$11,025.

Approval of Purchase of Remainder. The Board approved the purchase of remainder right (southerly) side of Interstate and an additional 10.0' on each side of the Golf Course Access Road on Project I-90-1(48)5, Parcel No. 63 (Coeur d'Alene - West).

Approval to Purchase Uneconomic Right of Way Remnants. The Board approved the purchase of 0.64 acre for a purchase price of \$75.00 on the following:

S-SG-3703(4)
(Hammett Connector)

James Irving

Parcel No. 2

Hamer Overpass Damage Suit Authorized. Upon the recommendation of Chief Legal Counsel Tway, the Board authorized a damage suit in the amount of \$10,000 be entered into to defray the cost of repairing the Hamer Overpass structure which was damaged by a loaded vehicle with a load in excess of 14 feet. The action was taken since Donald B. Jensen and George Jensen, owners of the truck, or their insurance company have made no attempt to pay for the damage sustained to highway property.

Legal Counsel Authorized by Board. Upon the recommendation of Chief Legal Counsel Tway, the Board concurred in the hiring of Benoit, Benoit & Alexander to handle the defense of the Department's case of Elwyn Smith, et al v. State of Idaho. The trial is set for November 30, 1971.

Board Policies Consolidated, Revised and Updated. The following Board policies were consolidated and reworded to fit current situations and requirements:

B-005 - Financing Construction of State Highways in Municipalities

The Board adopted the following policy as appropriate to govern the financing of State highway projects in urban areas regardless of population.

1. State highway funds shall be used to pay for all construction, including curbs and gutters, grading, paving, structures, and right-of-way.

2. In order to provide for the safety of pedestrian and vehicular traffic, a graded sidewalk space shall be included as an integral part of all State highways in urbanized areas. When highway construction work requires the removal of existing sidewalks they will be replaced in kind by the State. If, in the State's judgment, surfaced sidewalks are required for local pedestrian traffic within or adjacent to fully controlled access areas they will also be installed by the State. Other surfaced sidewalks deemed necessary for pedestrian safety, consistent with Federal Highway Administration guidelines, may be installed as part of the project with matching funds to be shared equally by the State and local unit of government. Any other sidewalks must be requested and paid for by the local government unit. 11/20/69 8/12/71

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3. Storm sewers shall be considered on their individual merits; if such facilities serve both city streets and State highways, the cost shall be apportioned in an equitable way, as agreed.

4. Reconstruction of utilities owned by a municipality (sewers, water lines, conduits, power systems, etc.) shall be subject to special agreement in accordance with the following:

Reconstruction on an Existing Location or on a New Location
Where There is no Significant Change in Community Service:

All necessary rehabilitation shall be at the expense of the municipality and shall be done prior to reconstruction of the highway. All underground utilities shall be determined to have a working life of no less than 25 years following reconstruction of the highway or they shall be replaced. If grade changes force reconstruction of city-owned utilities or supplemental parts or fittings, costs shall be apportioned in an equitable way with due regard to condition of existing utility components, improvement of the system, etc.

Construction on a New Location Where a Significant Change in
Community Service Results:

Case I. When the highway will serve both as a part of the municipal street system and as a state highway, cost of adjusting and relocating municipally-owned utilities shall be apportioned by mutual agreement.

Case II. When the highway will not serve as part of the municipal street system, all adjustment and relocation of existing city-owned utilities shall be at State expense except that the State shall not pay for any improvements which will increase the capacity of the existing system. If the city desires to increase capacity, it must pay for the additional cost.

5. Signs. Pavement markings, traffic signals, and street lighting - See Board Policy No. 122.

6. When the municipal authorities request street widths or right-of-way widths or other improvements in excess of those established by Department of Highways policies, the added costs of such additional facilities shall be borne by the municipality.

7. Nothing in the above policies shall be construed to deny to the Department of Highways the right to accept participation by municipal authorities if the record is clear that such participation is voluntary and initiated by the municipality to obtain priority treatment.

8. State highway funds shall not be used for street improvement projects that are not on the State Highway System even though these streets may be on the Federal Aid Highway System.

9. Preliminary engineering shall be performed by the Department of Highways unless other arrangements are made by agreement between the municipal authorities and the Department of Highways. 11/18/54
8/25/66

B-611 - Out-of-State Travel

The State Highway Engineer is authorized to approve out-of-state travel within an established budget for employee attendance at scheduled meetings and conferences when such travel is in the interest of Department operations. Examples of such meetings are: AASHO, WASHO, NHUC, HRB, ARBA, etc.

The extent of out-of-state travel will be determined by the Board on an annual basis.

The proposed budget will be reviewed and approved by the Board at its January meeting each year. A report of the previous years' out-of-state travel expenditures will be provided at that meeting.

Out-of-state travel for Board members and Executive Secretary will not be included in the budget. Similarly, project related travel to adjacent states for purposes of right-of-way acquisition, materials testing, legal matters, etc., as authorized by the State Highway Engineer will be excluded.

(After reviewing travel cost information, the Board increased the Department's annual out-of-state travel budget from \$10,000 to \$12,000.)

B-616 - Reimbursable Business Expenses

Any proposed changes in allowances for reimbursable business expenses which are generated by legislative and/or Board of Examiners' action must be approved by the Highway Board of Directors prior to adoption by the Department.

Department 1972 - 1973 Fiscal Year Budget Composition Discussed.
The composition of the 1972 - 1973 fiscal year budget as will be presented to the State Budget Director was discussed.

Upon the recommendation of the State Highway Engineer, the Board will meet in special session August 30 to consider the composition and analysis of a proposed Department budget for the above period.

Design - Location Hearing Board Determinations Made. The Board made the following determinations concerning five hearings held recently:

Proposed Location and Design of the Improvement of U.S. 95 from Copeland Junction Northeasterly 3.4 Miles, Boundary County, Idaho. A public hearing was held at the Copeland Grade School, Copeland, Idaho, at 7 p.m., Thursday, July 15, 1971.

A transcript of the testimony and proceedings had at such hearing having been made, and said transcript having been duly presented to and read by the Idaho Board of Highway Directors, the Federal Highway Administration and the U.S. Forest Service, and they having considered the same and being fully advised in the premises, the Idaho Board of Highway Directors hereby makes its decision in the matter, which decision is concurred in by the other two above Federal agencies, to wit:

That project development should proceed on the location and design as submitted in the above public hearing.

Proposed Location of U.S. 95 (FH Route 1) From Round Prairie to Eastport, Boundary County, Idaho. A public hearing was held at the Copeland Grade School, Copeland, Idaho, at 7 p.m., Thursday, July 15, 1971.

A transcript of the testimony and proceedings had at such hearing having been made, and said transcript having been duly presented to and read by the Idaho Board of Highway Directors, the Federal Highway Administration and the U.S. Forest Service, and they having considered the same and being fully advised in the premises, the Idaho Board of Highway Directors hereby makes its decision in the matter, which decision is concurred in by the other two above Federal agencies, to wit:

That project development should proceed on Study Corridor Two as presented in hearing, except where Corridor Location Three leaves the common existing Point "C" (Milepost 553.30) and rejoins the common existing Point "E" (Milepost 557.60), that omitted or excepted section should await a future corridor location determination.

Said exception or omission at this time should in no way prejudice, in the future, either Corridor Location Two or Three as this action is being taken that, in the opinion of the Tri-Agency, a better judgment can be had when construction funding in the future is closer at hand.

Proposed Design of U.S. 95 Between Cambridge, Washington County, and Council, Adams County, Projects No. F-3112(21) & (30). Public hearings were held at 7 p.m., Monday, July 26, 1971, at Cambridge, Idaho, and at 7 p.m., Tuesday, July 27, 1971, at Council, Idaho.

Transcripts of the testimony and proceedings had at such hearings having been made, and said transcripts having been duly presented to and read by the Idaho Board of Highway Directors, and the Board having considered the same hereby makes the following determination in the matter, to wit:

That the Department should proceed with project development on the proposed design as submitted at the public hearings, with Mesa Hill North having priority.

Proposed Change in Alignment of U.S. Highway 20-26-30 on Grove Street Between Capitol Boulevard and 10th Street in the Boise Central Business District, Project No. BR-3021(548). A public hearing was held at the Highway Department Auditorium, Boise, Idaho, at 8 p.m., Tuesday, July 20, 1971.

A transcript of the testimony and proceedings had at such hearing having been made, and said transcript having been duly presented to and read by the Idaho Board of Highway Directors, and the Board having considered the same and it appearing from said transcript that the governing body of the City of Boise did not object to the proposed change in alignment and being fully advised in the premises, hereby makes its decision of the proposal, to wit:

The Idaho Board of Highway Directors finds and determines that:

The Idaho Department of Highways will coordinate relocation and construction of Grove Street between Capitol Boulevard and 10th Street as proposed at the above hearing. Engineering and construction costs to be financed with and by Boise Redevelopment Agency's Project I, Idaho R-4.

and that said project will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Boise from said proposed changes.

Design Hearing at Cottonwood Scheduled. Hearing Officer Summers apprised the Board that the U.S. 95 design hearing in and around Cottonwood is scheduled for September 2.

Plans, Specifications and Estimates Approved. The Board reviewed and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
STS-4201(521)	Peck - Lenore	\$240,000.00
STS-4780(575)	Greer Grade	78,200.00
STS-5810(508)	Clarkia Bridge - Santa	206,500.00
S-2809(14)	Corral-Fairfield (PS&E with FHWA Project)	252,000.00

Upon the recommendation of the Department, the Board directed that Projects No. STS-4201(521) and STS-4780(575) be advertised only in early spring or late fall, at which time it was felt the best prices are to be obtained because of the weather characteristics of the area.

Projects Proposed for PS&E Within Sixty Days Approved. The Board approved the following projects proposed for PS&E within sixty days:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
S-4809(8)	Bovill South	\$ 950,000.00
I-80N-2(23)96	Mountain Home Rest Area	195,000.00
F-5116(12)	Best Avenue - Garwood	1,680,000.00
F-5121(16)	Thama East (Drainage & Revegetation)	52,600.00

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Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

STM-3291(528) - The work consists of seal coating approximately 17.0 miles of SH-21, Idaho City - South, in Boise County - State financed. The contract was awarded to Nelson Sand & Gravel Co., Boise, Idaho, the low bidder, on August 4, 1971, in the amount of \$24,442.00.

STM-4151(506), 4758(502) & 4810(504) - The work consists of seal coating approximately 17.2 miles of US-95A, Potlatch Jct. - Benewah County Line; 31.5 miles of SH-3, Bear Ridge - Deary - Shoshone Co. Line, in Latah County - State financed. The contract was awarded to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder, on August 12, 1971, in the amount of \$107,487.00.

I-15W-4(12)81, Sec. "A" & S-1718(7) - The work consists of constructing the roadway, drainage structures, aggregate base, plant mix, seal coat, signing, also on the Interstate placing a plant mix base course, plant mix scrub coat and 4 concrete bridges on 7.665 miles of Interstate Highway 15W, Igo O.P. to Bannock Creek and 0.703 mile of Bannock Creek Road Connection to I-15W, in Power County - Federal Aid Interstate and State financed and Secondary and local financed respectively. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on August 18, 1971, in the amount of \$3,994,647.35.

F-4201(17) & S-SG-4769(9) - The work consists of constructing the roadway, drainage structures, plant mix pavement and seal coat on 0.339 mile of U.S. Highway 12, and constructing the roadway, drainage structures, plant mix pavement, seal coat and a 1,248' steel bridge on 0.352 mile of State Highway 3, Clearwater River Bridge at Arrow Junction, in Nez Perce County - Federal Aid Primary, Secondary and State financed. The Board directed the State Highway Engineer to award the contract to Sletten Construction Co., Great Falls, Montana, the low bidder, in the amount of \$1,843,745.66.

STM-5726(510) & STM-5152(526) - The work consists of painting two (2) Coeur d'Alene River Bridges and R.R. Overpass (Approximately 431 Tons of Steel) on US-95A and SH-3, in the vicinity of Harrison and Rose Lake, in Kootenai County - State financed. The Board directed the State Highway Engineer to award the contract to Hanson & Wilson Painting, Boise, Idaho, the low bidder, in the amount of \$14,290.00.

I-80N-2(43)128 - The work consists of constructing the roadway, drainage structures, plant mix pavement on 0.6797 mile of temporary connection to Interstate Highway 80N, King Hill I.C., in Elmore County - Federal Aid Interstate and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on August 13, 1971, in the amount of \$111,433.00.

FL-11-1(1) - The work consists of constructing the roadway, drainage base, a Type "D" Surface Treatment and seeding on approximately 2.614 miles of US-95, Oregon State Line - North, in Owyhee County - Federal Land and State financed. The low bidder on the project was Galey Construction Co., Inc., Boise, Idaho, in the amount of \$516,417.00. In reviewing the bid for the project, the Board concurred that the State would finance the amount in excess of available Public Lands Highway Funds. This amount was tentatively estimated at approximately \$56,000 depending on the amount of engineering and contingency items incurred during construction. The amount could be less in the event additional funds are made available to Idaho due to underruns in other states.

RS-1833(5) - The work consists of constructing the roadway, drainage structures, a road mix surface, one 8' and 16' concrete culverts and a 25' concrete bridge on 2.691 miles of the West River Road, US-191 - Rose, in Bingham County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Twin Falls Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$360,604.00.

STS-1813(505) & Stockpile 1569 - The work consists of reconditioning the roadbed, constructing the base and surface treatment on approximately 4.0 miles of US-89, Geneva - Jct. SH-61 and furnishing cover coat material and 1/2" aggregate for road mix pavement at Geneva, in Bear Lake County - State financed. The contract was awarded to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder, on August 16, 1971, in the amount of \$180,907.50.

F-RF-RFG-6471(51), F-6471(35) & S-6745(1) - The work consists of constructing the roadway, drainage structures, plant mix base course, plant mix pavement, seal coating, illumination, 1 - 171' prestressed concrete overpass, 1 - 34' concrete bridge, 1 - 23' concrete bridge and 1 - 63' concrete bridge on 5.694 miles of US-Highway 20-191, Ucon-Rigby; on 0.195 mile of US Highway 20-191, Rigby So. Connector; and on 0.620 mile of SH-48, Rigby East Connector, in Bonneville and Jefferson Counties - Federal Aid Primary, Secondary and State financed. The Board directed the State Highway Engineer to award the contract to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, in the amount of \$2,040,983.65.

ST-2011(513) & STM-2864(514) - The work consists of seal coating approximately 6.78 miles of I-80N and 11.18 miles of SH-77 and 25, Salt Lake I.C. - South and Declo- Rupert, in Cassia and Minidoka Counties - State financed. The Board directed the State Highway Engineer to award the contract to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$101,835.00.

ST-6471(594) & ST-6715(501) - The work consists of seal coating approximately 2.71 miles of US-20, Jct. I-15 - Idaho Canal, and constructing a plant mix pavement and seal coating approximately 1.42 miles of US-20 Business Loop, Yellowstone - Lewisville Road, in Bonneville County - State financed. The Board directed the State Highway Engineer to award the contract to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$78,517.50.

S-4746(2) - The work consists of constructing the roadway, drainage structures, base and a road mix pavement on 2.0 miles of the Reubens Road, Jct. US-95 - North, in Lewis County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Murphy Bros., Inc., Spokane, Washington, the low bidder, in the amount of \$292,988.00, if Lewis County chooses to proceed with the project and subject to the concurrence of the Federal Highway Administration.

ST-2862(512) - The work consists of constructing a road mix pavement and seal coat on approximately 20.22 miles on SH-27, Oakley - Burley, in Cassia County - State financed. The Board directed the State Highway Engineer to award the contract to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, in the amount of \$233,735.00.

ST-1031(532) & ST-1032(532) - The work consists of constructing a road mix scrub coat and a plant mix pavement on approximately 0.58 mile of 5th Avenue, and 3.05 miles of Yellowstone Avenue, and US-191, Pocatello - Chubbuck, in Bannock County - State financed. The Board directed the State Highway Engineer to award the contract to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$73,675.00.

Boise Interstate Connector Landscaping Discussed. The Department apprised the Board since the court has spoken regarding the authority in applying landscaping on this project that the Department is proceeding with a project to provide dry land grass planting at the interchange area and slopes of the connector.

Miscellaneous Correspondence. The Board read correspondence from the South Idaho Chamber of Commerce as to highway needs on U.S. 93 and elsewhere in the area; W. E. Griswold, Armco Steel Corp., asking for a re-evaluation of the concrete versus steel pipe installation policy; DeWayne A. Bills, Real Estate, Inc., regarding the access to Alameda Road and North Yellowstone in Pocatello.

FRIDAY, AUGUST 13, 1971

The meeting of the Highway Board reconvened at 8:30 a.m. in the State Highway Building, Boise, with the following persons present and participating:

Howard B. Thomason, Chairman
John G. Fanning, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary

Access to State Highway 33 in Victor Discussed. Appearing before the Board were Bob Hashagen and Jess Brown of Motor Investment Corp. (MICO Sales) asking for an access to a property Mr. Hashagen wishes to develop at the southeast end of the Victor City limits between the old highway and State Highway 33. Mr. Hashagen acquired the property some time ago which was recently annexed by the City of Victor. He wishes to develop a thirty unit motel, tavern and restaurant.

The Board stated that it is desirous that access control to his property on State Highway 33 be made only through a public road connection to be approved and platted by the City with adequate setback provisions requested by the Department.

Mr. Hashagen was agreeable to this and was told that the Rigby District Office would work with him on a proposal for him to take to the City of Victor for public street designation and platting together with the setback requirement.

Minnesota Mining and Manufacturing Company Invites Board and Traffic Section Heads to St. Paul, Minnesota Seminar. Jesse Overgard, District Sales Representative for MMM Company, invited the Board plus appropriate Department heads to an industrial seminar involving coated fabrics and related uses to be held in St. Paul, Minnesota during the middle or last week of October.

The Board was noncommittal in accepting the invitation, stating the matter would be taken under consideration. Board Chairman Thomason ventured that it would probably be more productive if those that worked with the coated material products cover the seminar rather than the Board members.

DeWayne Bills, Real Estate, Inc., of Boise, Asks for Access Off of Alameda Road (Pocatello). Appearing before the Board were:

DeWayne A. Bills, President, Real Estate, Inc., Boise
Earl Grossaint, Vice-President, Real Estate, Inc., Boise
Bruce Brauch, Vice-President, Real Estate, Inc., Boise

They are attempting to develop a shopping development area north and west of the North Yellowstone - Alameda Road intersection in Pocatello and requested an access approximately midway to their property on Alameda Road as well as Yellowstone Avenue. The developer proposes to deed to the Department property along Alameda Road and along Yellowstone Avenue to accommodate future widening requirements.

The Board stated that there is nothing in the State's Planning Program for improving that section of Alameda Road but noted the City plans an improvement on Alameda Road west from North Yellowstone Avenue. The Board recognized that at some future time Alameda Road east of North Yellowstone could be improved with the use of the additional right of way offered.

Afterward, the Board instructed the Department to work with the Federal Highway Administration towards a satisfactory solution in the matter by their approving a suitable access to and from the development on Alameda Road in return for the developers deeding to the State of Idaho additional right of way along Alameda Road and North Yellowstone Avenue for highway purposes.

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State Highway 21 Encroachment (Stanley) Granted. Appearing before the Board was Jim Mullins of Stanley who purchased property from the original realtor with whom the Department dealt in the improvement of State Highway 21 at the west end of Stanley. Mr. Mullins stated that he was unaware that a 20 foot setback was in his deed. Since he has bored foundations and brought a building up to the framing stage only to find he is encroaching 10 feet on the 20 foot setback he asked the Board for an encroachment permit that he might complete his structure.

The Board directed the Department to grant him an encroachment permit and to notify other property owners or purchasers in that area of State Highway 21 regarding the 20 foot setback provision that prevails.

Mr. Mullins agreed to the stipulation in the encroachment permit that no parking or obstructions would be permitted between the front of the building and the State Highway 21 north right of way line.

Boise Traffic Control Signals. The Board authorized the City of Boise to operate and maintain traffic control signals at 39 intersections in the City of Boise as recommended and stated in marked Exhibit A-384, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones (US 191, US 91 Bus., US 30N, US 89). The Board approved the prima facie speed limits on US 191, US 91 Bus., US 30N and US 89, as recommended and stated in marked Exhibit A-385, which is made a part hereof with like effect as though included in full herein.

Interim 1971 Manual on Uniform Traffic Control Devices Adoption. Upon the recommendation of the Department, the Board determined during the interim of 1971 to adopt the four following changes in signing as adopted in the Manual on Uniform Traffic Control Devices:

1. Orange for Construction and Maintenance Signing.
2. New Shape for School and School Crosswalk Signing.
3. New Sign Designs for "Do Not Enter" and "Yield" Signs.
4. Yellow Centerline for Two-lane, Two-way Roadway.

Economic Development Area Program Designated. Complying with the request of the Federal Highway Administration wherein each State is to submit one and no more than three areas of economic development that might share annually in a supplemental financing program applicable only to the Primary Highway System within such areas, the Board designated the following areas and priority listing:

1. Lewiston
2. Coeur d'Alene
3. Idaho Falls

This supplemental highway financing would add on to normal Primary funds up to 20 per cent of project cost.

The Board concurred in the recommendation of the Department to apply on projects as they become ready in the three respective areas.

St. Joe River Road Forest Highway Project Awarded to Second Low Bidder. The Board concurred with the Federal Highway Administration's recommendation for the awarding of the St. Joe River Road - Calder project to the second low bidder, MacGregor Triangle Co., Boise, Idaho, in the amount of \$1,239,697, since the Federal Highway Administration reports the first bidder has declared his bid erroneous. The Board further concurred in the Department's position that the low bidder should not be released without penalty.

Revised Forest Highway Planning Program Approved. The Department submitted in printed form the five year program for Forest Highway planning purposes with changes authorized by the Board and the Tri-Agency at their March meeting.

Board Briefed on Idaho's National Transportation Study Findings. The Planning Section submitted a progress report on Idaho's National Transportation Study covering the needs for all modes within Idaho. Distribution of funding was shown for low level and high level alternatives. Alternatives 1 and 2 are based on the present distribution between modes while alternative 3 permits shifts of funding between modes. Secretary Volpe has requested a fourth alternative be developed based on revenue sharing concepts.

Board Adds Two Projects to Planning Program. The Board authorized the Department to enter into the preliminary engineering phase on the following:

1. Quinn Road Railroad Overpass on U.S. 191 at Pocatello, TOPICS Project, estimated at \$500,000.
2. A bridge replacement north of Pierce on State Highway 11, estimated at \$20,000.

Blue Creek Bay Bridge Foundation Problems Recounted. Assistant State Highway Engineer (Operations) Richardson reported to the Board the foundation problems being encountered on the Blue Creek Bay Bridge project east of Coeur d'Alene on Interstate 90. Foundation information used to design the new structure was taken from information developed during construction of the existing bridge. This has not proven accurate insofar as tower 4 is concerned. Piling has already been driven to depths 50 feet below the elevation shown as solid rock on the plans. The State has moved a core drill onto the site and will determine solid rock elevation prior to further work on this tower. The Board was advised that a sizeable claim may be filed by the contractor because of this condition.

August 13, 1971

Board Approves Winter Closure of State Highway 21, Canyon Creek Section. Letters requesting winter maintenance of Canyon Creek Summit Section of State Highway 21 were read. Recognizing that Stanley Basin winter access is U.S. Highway 93 through Galena Summit, which is kept open during the winter, the Board concurred in the recommendation of the Department that because of avalanche exposure and the maintenance section's complement of equipment and personnel in that area does not permit heavy snow removal determined in the interest of the public safety to permit that section of State Highway 21, between Lowman and Stanley, to close when the amount of snowfall dictated its closure.

WHEREUPON, the Board adjourned until its special meeting scheduled for August 30, 1971.

Lloyd F. Barron
 LLOYD F. BARRON, Vice-chairman

Read and Approved
 September 21, 1971
 Boise, Idaho

MINUTES OF THE SPECIAL MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

August 30, 1971

The Idaho Board of Highway Directors met in special session at 10:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, August 30, 1971. Present were:

Lloyd F. Barron, Vice-chairman, Director, District 2
 John G. Fanning, Member, Director, District 1
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary

Chairman Howard B. Thomason was absent and excused.

Board Authorizes Increase in Current Fiscal Budget. To take advantage of additional Federal Aid accruing to the State of Idaho in the amount of \$5,136,900, the Board directed the Department to request approval of the Board of Examiners in increasing the Department's current fiscal year budget in the amount of \$5,862,549. To utilize the additional Federal Aid granted the State, there is an additional requirement of State matching moneys in the amount of \$725,649. Some adjustment in the planned use of State funds will be made to accommodate the requested budget increase.

August 30, 1971

Fiscal Year 1972 - 1973 Budget Figure Approved by Board. The Department presented a proposed budget to the Board after outlining the Department's construction needs together with potential losses of Federal Aid due to the 1971 legislative cutback of receipts to the State Highway Fund. This loss occurred because of the assignment of one cent in the gasoline taxes to the cities. The Board directed the Department to include in the next fiscal year budget an approximate \$7½ million additional gross revenue need to the State Highway Fund. The Board determined that amount would be necessary if State revenues adequate to match Federal Aid available to Idaho are to be made available.

The proposed figures were to be mailed to Chairman Thomason for his consideration.

Board Policy 204 Reviewed - Application of Use of Concrete Pipe Within 25 Mile Radius. The above subject was carried over from the August Board Meeting due to the absence of Board Vice-chairman Barron. It was determined that for a period of one year that the use of alternate pipe bids should be applied to all contracts within twenty-five miles distance from a concrete pipe plant. The Board will then review the matter to determine the exact amount of cost difference of the various types of pipe in projects where engineering determinations do not play a part in the type of pipe to be used.

Among the reasons for reviewing Board Policy 204 established in 1962 was the fact that Federal Aid participation in pipe will be withheld unless alternative bids are taken, except where engineering determination plays a part in the type of pipe to be used. The State will continue to not specify pipe type outside of the twenty-five mile radius unless for engineering reasons. Another factor is that the State has paid more for specific sizes of concrete pipe than that paid by local division of government under competitive bidding procedures.

The Department after one year of applying this alternate type of bidding is to report in summary form the cost experience gained in the application of contract bidding.

Unused Bureau of Outdoor Recreation Funds Released by Board. Upon the recommendation of the Department because of fiscal inability to match on a 50 - 50 basis \$428,960 of Bureau of Outdoor Recreation funds for ten rest area projects previously planned, the Board directed the Department to release that amount that possibly other agencies may be able to utilize the funds.

Service Center for State Car Pool Discussed. In response to a letter dated August 27, 1971, from Governor Cecil Andrus, the Board granted an appointment to Robert Lenaghen, Robert Miller and Wayne Mittleider. The letter in part stated, "it is my earnest wish that every effort be made to provide your facility for a car pool. Every effort will be made to make sure the State shop will not be left without a facility to take care of the vehicles which are assigned to them."

The delegation requested the Department to turn over the five bay service station now used for District 9's vehicles because no other facility is presently so favorably located for the proposed car pool.

Mr. Lenaghen stated that Mr. Miller would make the presentation since it is his contract agreement, dated August 10, 1971, with the Department of Administrative Services that is involved.

Mr. Miller stated that parking and servicing facilities will ultimately be required for some 300 vehicles. He further commented that a reduction from 10 to 15 per cent in numbers of State agency vehicles is anticipated by utilizing the car pool concept. Mr. Miller stated that in his opinion this saving would not apply to the Department of Highways because of the efficient manner in which its vehicle operation is being managed.

The base rate for all services not identified in the contract would correspond to the Chilton Flat Rate Manual.

Mr. Miller stated he contemplated that much of the service work would be done after 5 p.m.

The Board agreed the motor pool car concept should benefit the small State agencies and requested the Department to evaluate the impact of the requested utilization by Administrative Services for a portion of the District 9 service station facilities and report back to the various Board members the Department's findings.

Mr. Lenaghen stated that hopefully the Armory on Reserve Street or some other facility might become available within a year and that the need at that time for the Highway Department's District 9 shop would no longer be required as the Armory is a better location for those State agencies which can benefit most from the car pool concept.

State Highway Engineer Mathes opinioned that on a one per cent per year lease basis that is customary on such type of lease that the District 9 shop lease could be about \$1,500 per month.

The Board recognized the legal complication of utilizing facilities of a dedicated fund agency without adequate reimbursement on a cost accounting basis and directed the Department to recognize this factor in its evaluation of the problem.

Approval to Sell Real Property. The Board approved the sale of the following property:

I-80N	I-80N-1(3)0	6.54 acres - no improve-	Parcel No. 2-R
	Formerly I-3021(9)	ments. Minimum acceptable	
	Payette County	bid of \$1,500. \$500 for	
		land and \$1,000 for relo-	
		cation of fencing.	

WHEREUPON, the Board adjourned until its next regular meeting scheduled for September 20 & 21, 1971, and the South Idaho Board Tour scheduled for September 22 - 24, 1971.

Read and Approved
September 21, 1971
Boise, Idaho


LLOYD F. BARRON, Vice-chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

September 20 & 21, 1971

MINUTES OF BOARD TOUR OF SOUTH IDAHO

September 22 & 23, 1971

The Idaho Board of Highway Directors met in stated regular session at 9 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, September 20, 1971. Present were:

Lloyd F. Barron, Vice-chairman - Director, District 2
John G. Fanning, Member - Director, District 1
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary

Public Lands 1972 Bid for Fund Priorities Assigned. The Board concurred in the Department's recommendation of priorities in a request for Public Lands Highway funds money (100 per cent - no matching required) that may be allocated to the states in 1972 as follows:

1. 3.6 miles, U.S. 95 from current Oregon Line North project northerly in Owyhee County, \$740,000 with \$60,000 Primary to be programed for 0.3 mile in State land.
2. Paving 26.4 miles, U.S. 12, Lochsa River, \$300,000 Federal Aid Primary funds project and \$600,000 Public Lands funds.
3. U.S. 20, Jct. U.S. 20 - U.S. 26, 7.3 miles easterly, \$1/2 million each year, 1972, 1973, 1974, for 38 miles through A.E.C. section totaling \$1,500,000 plus a like amount for areas not in Public Lands in tentative Federal Aid Primary project money during the same period.
4. U.S. 95, 3.6 miles, Elephant Butte project through Bureau of Land Management lands in Owyhee County, \$3,650,000.

September 20, 1971

Clearwater Memorial Bridge Alteration of Navigation Clearances Statement Approved. The Department presented a statement in reply to the application of Potlatch Forests, Inc., requesting the Department to raise the Clearwater Memorial Bridge at Lewiston for navigation clearances to their Lewiston mill. The Board concurred in the statement that the cost of such bridge alterations should be borne by other than State highway user revenues. The statement was prepared for submittal to a September 30, 1971, public hearing by the Thirteenth Coast Guard District, Seattle.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
S-3809(15)	0.5 Mile West of N.F. Boundary to West of Tollgate	Partial Control of Access, Type "A" *

* PARTIAL CONTROL OF ACCESS, TYPE "A"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchanged for one at a new location providing better access control is obtained.

New Private Approaches

New private approaches may be allowed for ownerships not now having an approach to the highway.

Additional new private approaches may be allowed for segments of ownerships isolated by canals, streams, impassable terrain or other barriers.

The number of new private approaches within the ownership should generally be limited to one approach for highway frontage of less than 660 feet and one additional approach for each successive 660 feet interval of highway frontage. Exceptions to the spacing requirement may be made to provide access to isolated segments within each ownership.

September 20, 1971

Use of Private Approaches

Existing and new private approaches within one ownership and located at least 660 feet apart will be designated on the plans for unrestricted use. Each ownership will be allowed at least one unrestricted approach.

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs. All approaches provided in conformity with this policy shall be shown on the approved plans.

Status of 1971 Construction Program Reviewed. The Planning Section outlined to the Board the current status of the 1971 construction program citing those projects that will be lost from the program and carried into the following calendar year. It was pointed out that Primary and Secondary projects have been delayed for the current fiscal year due to the shortage of State matching moneys for both Systems. It appears State funds will be adequate to match Interstate projects as they become ready for letting because of the lower matching requirement.

Twin Falls Traffic Control Signals. The Board authorized the City of Twin Falls to operate and maintain traffic control signals at 11 intersections in the City of Twin Falls, as recommended and stated in marked Exhibit A-386, which is made a part hereof with like effect as though included in full herein.

Speed Control Zones (SH 55, SH 19, SH 14, SH 11, SH 8, SH 3, US 20, US 26, US 30, I-80N, SH 25, SH 68). The Board approved the prima facie speed limits on SH 55, SH 19, SH 14, SH 11, SH 8, SH 3, US 20, US 26, US 30, I-80N, SH 25, SH 68, as recommended and stated in marked Exhibit A-387, which is made a part hereof with like effect as though included in full herein.

Parking Prohibition on a State Highway (SH 79). The Board approved parking prohibition between Milepost 0.76 and Milepost 0.86 on both the east and west side of State Highway 79, as recommended and stated in marked Exhibit C-65, which is made a part hereof with like effect as though included in full herein.

Angle Parking on State Highway System (SH 31, SH 33). The Board approved angle parking on State Highway 31 (Center Street) from 1st West Street to Main Street and on State Highway 33 (Main Street) from 1st North Street to 1st South Street, in Victor, as recommended and stated in marked Exhibit C-66, which is made a part hereof with like effect as though included in full herein.

Angle Parking on State Highway System (SH 33). The Board approved angle parking on State Highway 33 (Main Street from Teton to Central Avenue and from Central to Perry Avenue (west side only), in Tetonia, as recommended and stated in marked Exhibit C-67, which is made a part hereof with like effect as though included in full herein.

Angle Parking on State Highway System (SH 33). The Board approved angle parking on State Highway 33 (Main Street) from Howard Avenue to Short Street, in Driggs, as recommended and stated in marked Exhibit C-68, which is made a part hereof with like effect as though included in full herein.

Change in Format of Long Range Construction Planning Program Approved. At the request of the Department, the Board granted the Department permission to extend the five year planning program to eight to ten years causing the location development stage to go into an extra three to five year period. This extended period is to be known as Part II of the regular planning program. The change in format is to obtain more lead time causing a more realistic planning and programing of construction programs.

State Parks Department Urges Board to Reconsider Funding Bureau of Outdoor Recreation Projects. The Board's action previously declining the use of State moneys for matching Bureau of Outdoor Recreation funding for rest areas was taken under reconsideration.

The Department will take a second look at the situation with the thought of possible use of some State force work to match BOR funds in improving rest areas on the ABC Highway Systems.

Assistant District Engineer Promotion Announced. State Highway Engineer Mathes advised the Board that Leroy Meyer has been promoted from Associate Construction Engineer to Assistant District Engineer (Engineering) in District 3.

Board Policy Revisions Approved. The following Board policy revisions were approved by the Board:

B-600 - Detailed Construction Cost and Contract Awards

In consideration of the public interest in competitive bidding, the Department of Highways' "Engineer's Estimate of Detailed Construction Cost" will not be announced prior to or at the time bids are opened. After the contract is awarded, however, the State Highway Engineer may release the "Engineer's Estimate" to the news media.

The Department is authorized to award contracts, for purchases or construction, which do not exceed the Department's estimate of cost by more than ten percent. Low bids in excess of this limit will be referred to the Highway Board for deliberation and decision.

All other considerations being equal, when two or more low bidders bid the same total amount on a project and one of them is an Idaho resident licensed contractor, the contract should be awarded to the Idaho resident.

(Previous dates for Board Policy B-600: 7/2/51 and 7/20/51.
Supersedes and withdraws Board Policy B-008, dated 5/19/64.)

B-603 - Political Activities

In accordance with Idaho statute, Highway Department employees shall not: 1) use their position to interfere with an election or nomination to public office, 2) attempt to coerce or intimidate any other employee into making political contributions.

(Previous date of Board Policy B-603: 6/21/52.)

B-604 - Allowable Moving Costs

When an employee is transferred at the request of the Department, the Board authorizes the following action:

1. Payment for the movement of a maximum weight of 9,000 pounds of personal and household goods.
2. Procurement of an estimate from one authorized mover, with such business being equitably distributed among those in the locality.
3. Payment of packing charges, up to 9,000 pounds, equal to the current allowance in use by the U.S. Government within the State of Idaho.

(Previous dates for Board Policy B-604: 11/18/53, 3/23/55.)

B-612 - Gratuities and Conflict of Interests

Department of Highway employees may not accept gratuities from any business firm or individual who is or may expect to be doing business with the Department.

Neither members of the Board of Highway Directors nor Department employees shall personally benefit, directly or indirectly, in any contract awarded or to be awarded by the Board.

(Previous dates of Board Policy B-612: 11/9/60. Former Board Policy B-615, Conflict of Interests, dated 3/22/62, is consolidated with the above statement.)

Miscellaneous Correspondence. An outdoor advertising letter regarding billboard removal from Governor Andrus dated September 10, 1971, to Board Member John Fanning was read. No action was taken as the Board felt the quoted and alleged remarks attributed to Department personnel were not factual.

Bridge Inspections and Possible Postings on State Highway System Reviewed. Assistant State Highway Engineer Richardson recounted structural deck weaknesses of the Mack's Inn Henry's Fork Bridge and the Buffalo River Bridge on U.S. 20-191 which are both in need of redecking or posting for restricted loads. The two structures are not in the current five year improvement program.

State Highway Engineer Mathes stated the status report was for information only and the Department would attempt to work the needed improvements into the construction program, money permitting. It was pointed out that both structures are of deficient width which might dictate complete replacement.

U.S. 26 Swan Valley Slide Correction Discussed. Complete correction of this condition could cost \$175,000 to \$200,000 dollars. Further study will be made to determine the feasibility of working this improvement into the betterment program for 1972 or for undertaking a lesser improvement within the funding limits of the regular maintenance program.

The Department pointed out to the Board that this slide's movement has been prevalent for several years but has not become more critical.

State Highway Structures Under 16 Foot Clearance to be Signed. State Highway Engineer Mathes apprised the Board that the Department is entering into a program to place clearance signs for traffic on all State highway structures with a clearance of 16 feet or under.

Authority for Condemnation. The Board approved acquisition of the remainder of the ownership on the following:

SH 21	F-3291(8) R/W FHP 25-4(4) (Jordan Br. - Warm Springs Cr.)	Leo Fulkerson	Parcel No. 19
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Authorization for Settlement in Excess of \$40,000.

I-90	I-IG-90-1(51)0 (Washington St. Line - E. Post Falls)	The Roman Catholic Diocese of Boise, Idaho	Parcel No. 63
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The Board approved settlement with the Roman Catholic Diocese of Boise, Idaho at \$63,500.

Approval of Deeds & Easements.

I-80N	I-IG-80N-2(16)54	Chevron Pipe Line Company	Parcel No. 30-E-1
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The Board approved the easement and signed the instrument.

Mts. Source Jf-83 Extension	Mitchell Ball and Lydia Ball; Murland F. Higley & Linda M. Higley
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The Board signed the instrument that was previously approved by the Board.

Approval of Agreement. The Board signed the agreement for the encroachment of the J & R Automotive on the following:

SH 21 FH 25-6(2) J & R Automotive,
F-2292(1) R/W a co-partnership

(Encroachment of a shop building by 10.0' between Stations 3085+28 and 3085+58 permitted in area restricted in deed by negative easement as to structures.)

Approval of Permits to Use Right of Way.

SH 45 S-3754(4) Nampa Highway District 3-71-168
(Nampa - South)

The Board approved an approach to a materials source for the Nampa Highway District with the stipulation that the approach would have a gate that would be closed when not in use.

US 30 F-RF-2361(33) Melvin Aslett, 2-71-115
F-2361(11) R/W Administrator of the
Estate of Maggie &
William Price

The Board approved the moving of an approach on the Aslett and Price property.

I-15 I-15-3(3)117 Charles John Loyer 6-71-109
(Motel "6")

The Board approved allowing the Motel "6" to landscape a portion of the right of way.

US 2 FHP 2-1(1) Mark Hilton 5-71-53
(1½ Miles W. of
Moyie Bridge)

The Board approved an additional approach on the Mark Hilton property providing Mr. Hilton agrees that if further development occurs on this property he will at his own expense construct a frontage road between this approach and the existing approach located west of this approach to serve such further development.

US 95 F-5116(14) Meiser Enterprises, 5-71-72
(Westmond - Inc.
Sandpoint)

The Board approved allowing a public road approach on the Meiser Enterprises, Inc., property subject to closure of an existing approach.

Approval to Sell Real Property.

I-15 I-15-3(3)117 Portion SW $\frac{1}{4}$ SE $\frac{1}{4}$, S. 13, Parcel No. 1-R
 (West Broadway and NW $\frac{1}{4}$ NE $\frac{1}{4}$, S. 24,
 I.C.-Idaho Falls) T. 2 N., R. 37 E., B.M.

The Board directed that the Department should investigate the possibility of working out a trade with Boozer Oil Company to acquire possibly needed land for further expansion of Broadway. Approval was delayed until this investigation is completed.

Approval of Trade of Three State-owned Materials Sources designated as Bn-58, Bn-87 and Bn-97 for a Material Source owned by the City of Idaho Falls in the NW $\frac{1}{4}$ NE $\frac{1}{4}$, S. 3, T. 1 N., R. 37 E., B.M., to be designated as "Bn-126". The Board approved the trade of three materials sources for a materials source owned by the City of Idaho Falls.

Discussion of Request for Access to S.H. 33 from the Hashagen and Ryan Property South of Victor between Survey Stations 80+40 & 86+12, Project DF-6521(5). The Board approved a public road approach for the Hashagen - Ryan property and eight additional future public road designations on this project as recommended by the District.

Discussion of Proposed Procedures for Implementation of Sign Removal Program. It was proposed by the Chief Right of Way Agent and the Chief Legal Counsel that a procedure for evaluating signs be implemented whereby the Department would employ consultant accountants to research the books of sign companies and give the Department costs of various kinds and types of signs.

It was pointed out to the Board that it was essential that the sign companies agree to this procedure prior to initiating any action by the accountants. The Board directed that there be a meeting called wherein this procedure be discussed with the sign companies to get their blessing.

The Board was informed that the Federal Highway Administration is agreeable to this procedure within limitations.

The Department is to report back to the Board after the meeting with the sign companies.

TUESDAY, SEPTEMBER 21, 1971

The meeting of the Highway Board reconvened at 8:00 a.m. in the State Highway Building, Boise, with the following persons present and participating:

Lloyd F. Barron, Vice-chairman
 John G. Fanning, Member
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary

September 21, 1971

Minutes. The Board approved the minutes of the regular and special August Board Meetings.

U.S. 93 Delegation Presses for Improvements between Ketchum and Hailey. Appearing before the Board were State Senator John Peavey, District 21, Rupert; State Senator Don G. Fredericksen, District 22, Gooding; Lloyd J. Curtis, Sun Valley Chamber of Commerce Manager; and Robert Ackerman, City Manager of Sun Valley and Administrator of the Sun Valley Hospital.

The delegation stressed the need for a four lane facility between Ketchum and Hailey, citing a 3,000 average daily traffic factor. They also requested improvement of the Ketchum to Sun Valley section of State Highway 75.

The Department explained that aerial mapping is contemplated between Timmerman Hill to a point above Ketchum in an attempt to develop a much needed relocation of U.S. 93 as the first step in improving the section. The Department stated also that the five year planning program contains about \$1 million for improvements between Hailey and Ketchum with an additional \$1/2 million on State Highway 75 in the Ketchum area.

State Highway Engineer Mathes recognized the need for advanced right of way acquisition and explained the time consuming factors involved in environmental statements required in project development.

Mr. Curtis estimated a 1,000 person increase in ten year increments in the Hailey area.

The delegation stated they understood the current deficient construction financial position of the Department.

The possibility of a toll road was discussed. The Department replied that the traffic count is not sufficiently high to make the concept fiscally feasible.

In response to Mr. Ackerman's request for street lighting between Ketchum and Sun Valley, Mr. Mathes stated that such lighting might be installed if locally requested. The cost of the installation would be borne by the Department with the maintenance and power to be taken over by the cities.

Design of U.S. 95 in and in the Vicinity of Cottonwood Approved (Projects F-4113(45) - Cottonwood South & Bypass, F-4113(46) - Cottonwood North, S-4712(1) - Cottonwood Business Loop, ST-4113(554) - Cottonwood Airport). The Board directed the Department to proceed with project development as proposed at the September 2, 1971, public hearing held at Cottonwood, Idaho.

Interstate 15 Utah State Line to Deep Creek Interchange Design Hearing Authorized. The Board concurred in the scheduled design hearing for Interstate 15 from Utah State Line North to the Deep Creek Interchange to be held October 4, 1971, in Malad.

September 21, 1971

Structure Designs for Interstate 15 Utah State Line to Deep Creek Interchange Consulting Engineering Agreement Approved, Projects I-15-1(62)0 and I-15-1(27)8. The Board concurred in the Department's recommendation to engage Engineering Corporation of America for the design of eleven structures at seven sites, preparation of construction plans, writing of special specification provisions, and summary of quantities and estimates on said structures on Projects I-15-1(62)0 and I-15-1(27)8 in Oneida County in the amount of \$48,526.06.

Lewis County Reubens Road Bid to be Readvertised. The Board concurred in the recommendation of Lewis County to hold the readvertisement of the Reubens Road Project No. S-4746(2), a County project, until sometime in the spring at a time determined most propitious for favorable bidding.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

Stockpile No. 3548 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles west and adjacent to MP-122.1 (SH-55), approximately 1 mile north of Horseshoe Bend, in Boise County - State financed. As the low bid was 52.7 per cent over the Engineer's Estimate, the bid was rejected and will be readvertised late this year or early next year.

ST-6471(596) - The work consists of constructing curb and gutter, a plant mix pavement and seal coat on approximately 0.322 mile of US-191, Sugar City Main Street, in Madison County - State financed. The contract was awarded to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, on September 14, 1971, in the amount of \$25,692.50.

S-6751(4) and ST-6872(503) - The work consists of constructing the roadway, 1 - 26' concrete bridge, 2 - 32' concrete bridges and a plant mix pavement on 6.855 miles of SH-28, Lemhi Co. Line - South and constructing a 25' concrete bridge on SH-29, Lemhi River (Leadore), in Clark and Lemhi Counties - Federal Aid Secondary and State and State financed. As the low bid was 32.41 per cent over the Engineer's Estimate, the bid was rejected and will be readvertised.

I-15W-4(12)81, Sec. "B" - The work consists of constructing 2-262' Post-Tensioned Concrete Underpasses on Interstate Highway 15W, at the Gas Line Road I.C. and Truckerville Road I.C., in Power County - Federal Aid Interstate and State financed. The contract was awarded to Goodwin Construction Company, Blackfoot, Idaho, the low bidder, on September 10, 1971, in the amount of \$430,407.00 (Alternate No. 1).

Building 3241 - The work consists of constructing a 44' x 178' concrete and pumice block maintenance building, drilling a well and providing a complete water system and disposal system at Mountain Home, in Elmore County - State financed. The contract was awarded to Johnson Brothers, Mountain Home, Idaho, the low bidder, on September 9, 1971, in the amount of \$98,494.00.

I-80N-3(51)150 "A" - The work consists of constructing the roadway, drainage structures, plant mix base, plant mix surface, seal coat, 2-concrete machine passes, a concrete culvert, a concrete bridge, signing and illumination on 6.901 miles of Interstate 80N from 2 miles east of Tuttle - West Wendell I.C., in Gooding County - Federal Aid Interstate and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on September 29, 1971, in the amount of \$4,584,099.18.

Building 6021 - The work consists of constructing a 60' x 128' sand shed with office in the vicinity of Gibbonsville, U.S. Highway 93 in Lemhi County - State financed. As no bids were received, the project will be readvertised next spring when more favorable bids may be available.

I-15-3(41)168 - The work consists of constructing a rest area roadway, drainage structures, road mix pavement, comfort and convenience facilities, landscaping, underground sprinkler system on Interstate Highway 15, Dubois Rest Area, in Clark County - Federal Aid Interstate and State financed. The contract was awarded to Gray Landscaping, Inc., Idaho Falls, Idaho, the low bidder, on September 20, 1971, in the amount of \$161,951.00.

I-80N-3(15)150 "B" - The work consists of constructing a 509' and a 340' steel underpasses at G.S. #3 and I.C. #1 on I-80N, between Tuttle and Wendell, in Gooding County - Federal Aid Interstate and State financed. The contract was awarded to Miller Construction Co., Boise, Idaho, the low bidder, on September 29, 1971, in the amount of \$598,237.40.

I-90-1(88)52 - The work consists of restoring vegetation in borrow sources 1, 7 and 8 which consists of resloping, planting of seedlings and irrigating on Interstate Highway 90 in the vicinity of Kellogg and Osburn, in Shoshone County - Federal Aid Interstate and State financed. As no bids were received, the Board directed the Department to study and review as to the course of action.

F-5121(16) - The work consists of constructing special drainage and seeding on U.S. Highway 2, Thama Rocks, in Bonner County - Federal Aid Primary and State financed. The Board directed the State Highway Engineer to award the contract to Murphy Brothers, Inc., Spokane, Washington, the low bidder, in the amount of \$99,062.00.

Appeal to Supreme Court on Orofino Swayne Matter Authorized.

Upon the recommendation of legal counsel, the Board directed the Department to appeal the City of Orofino v. Swayne, et al, to the State Supreme Court. Mayor Bert Curtis of Orofino has approved the participation in 50 per cent of the cost estimated at \$1,500 and agreed to dismiss attorney Stellmon of Lewiston who handled the matter in District Court. The Department's legal staff will prepare and plead the matter before the Supreme Court. The award by the District Court was \$48,636 versus the Department's appraisal of \$25,000.

September 21, 1971

A Tentative 1973 Fiscal Year Department Budget was Reviewed by the Board. A breakdown was submitted for Board information outlining a revised format for possible use in presenting the Department's budget for fiscal year 1973.

With specific reference to State funding requirements for matching Federal-aid, the proposed budget request will show a need for additional State funds of approximately 5.5 million dollars.

The Board concurred in the general format as proposed and requested that information be prepared showing combinations of taxing arrangements which would provide additional funding.

Materials and Supply Management Program Authorized. In accordance with previous Board instructions, Administrative Director George Neumayer reported the results of the Department's invitation to six consulting firms to submit proposals for a projected materials and supply management program for the Department.

Three consulting firms responded with the following proposals:

		<u>Low</u>	<u>High</u>
Touche Ross & Co.	2 phases	\$25,000	\$40,000
Ernst & Ernst	3 phases	32,000	57,000
Boothe Resources International, Inc.	3 phases	---	29,000

After assurance that the proposed program was not to be a study but a working system in-service, the Board unanimously agreed to begin negotiations with Boothe Resources International, Inc., of Sacramento, California. The Board was apprised that because of present manpower commitments the Department is not prepared to begin active work in connection with this program until the first part of 1972. The Department was instructed to begin work on an agreement for submittal to the Board before any work is commenced.

Attendance at Systems Programmer Workshop Session in Chicago, Illinois Approved. The Department requested approval for one Department employee to attend a three-week Systems Programmer Workshop Session in Chicago, Illinois, from October 25 through November 12. The approximate cost of the session including tuition will be \$2,000. Administrative Director Neumayer pointed out that the training was needed to assure that the Department had a fully capable employee with the necessary knowledge of the internal functioning of the computer to deal with the problems involved in operating system changes thereby limiting the need for consulting assistance to a minimum. Without the training, it was estimated that the Department would need to spend three to four times its cost in systems consulting in the next eighteen months to two years. The Board was informed also that the Department had requested and received a signed copy of an agreement from the employee which specifies that if selected he would repay the Department the sum of \$500 if his employment was voluntarily severed within eighteen months after completion of the training. The training is project related.

Memorandum of Understanding and Agreement with Department of Administrative Services Concerning Headquarters Service Station and Car Pool Approved. The Board reviewed a proposed "Memorandum of Understanding and Agreement" to be executed by the Highway Department with Administrative Services to effect a facility for a car pool for State agencies in accordance with a letter of request from the Governor dated August 27, 1971.

The "Memorandum" was further reviewed with the Governor in his office September 21, 1971, and, at his request, was approved for a trial period of one year. A copy of the executed "Memorandum" dated September 29, 1971, is on file in the Highway Department's Central Files.

U.S. 20 Numbering to Overlay I-80N Sebree Interchange, Thence Replacing State Highway 68 and State Highway 23 to Carey. The Board determined to drop the temporary U.S. 20 route designation between Mountain Home and Carey as it presently overlays U.S. 30 and U.S. 26.

As was always intended when a more northerly route such as State Highway 68 is completed, that permanent U.S. 20 should be designated on that location.

The Board requested the Department to submit to the fall meeting of the AASHO U.S. Route Number Subcommittee at Miami Beach, Florida approval to designate the following route as permanent U.S. 20: Sebree I-80N Interchange to East Mountain Home Interchange, from that point replacing State Highway 68 to Picabo, thence replacing State Highway 23 to Carey.

It was agreed that following AASHO approval, signing changes would have to be coordinated with a new printing of the State highway map--probably in 1972.

Request Approved to Contact Adjoining States for the Dropping of U.S. Highway 30, 30S and 30N Designation Resulting in U.S. 30 Designation in Place of U.S. 30N. The Traffic Section recommended and the Board concurred in the Department contacting the adjoining states in dropping the designation of U.S. Highway 30, 30S and 30N and changing U.S. 30N to U.S. 30. At an appropriate time, communities located on these highways will also be contacted for a discussion of these route number changes.

BOARD TOUR OF SOUTH IDAHO

September 22 - 23, 1971

Accompanying Vice-chairman Lloyd F. Barron and Board Member John G. Fanning (Board Chairman Howard B. Thomason was excused for press of personal business) on a tour of South Idaho were State Highway Engineer Mathes, Deputy State Highway Engineer Tisdale, Board Executive Secretary Summers and Omar L. Homme, Idaho Division Engineer, Federal Highway Administration. District Engineers accompanied the Board while in Districts 3, 2, 6 and 1.

September 22, 1971

The Board viewed Interstate 80N to Mountain Home, State Highway 68 to Carey, U.S. 20-26 to Arco, State Highway 22 and State Highway 88 to Rexburg, U.S. 20-191 to Idaho Falls, Interstate 15 to Blackfoot, State Highway 39 to American Falls, State Highway 37 to Malad, and Interstate 15 to Pocatello, ending the tour.

WEDNESDAY, SEPTEMBER 22, 1971

Rigby Jefferson County Coop Meeting. At the request of the Coop's legal counsel Roger Cox, the Board met with the following:

Irvin Harrop, Coop Board Member
 Dan Warner, Coop Board Member
 Frank Sharp, Coop Board Member
 Kenneth Scott, Coop Board President
 Reed Rolfe, Coop Manager

The delegation discussed the Jefferson County Coop's building operational problems anticipated by the proposed design of U.S. 20-191 through Rigby. Mr. Rolfe stated the loss of the spur track through extra handling of railroad shipments will add approximately \$5,000 a year cost to the Coop. The shipments they estimated with extra handling cost would approximate \$3.00 per ton if shipped by truck versus rail. Demurrage of railroad cars appeared cheaper than the unloading of trucks on incoming shipments. An opportunity to improve merchandizing of retail establishments by utilizing the spur track unloading area was suggested as a plus factor in the loss of the railroad spur.

The delegation was assured that the Board was in no position at this time to suggest the solution or anticipate right of way problems or relocation matters. This is a subject for the Right of Way Division after the design hearing has been held and the determination of the ultimate design made by the Board.

Department personnel stated that the District VI office would plan to keep Coop personnel advised as development of the project proceeded.

Idaho Falls Chamber of Commerce Meeting. The Board met with the Idaho Falls Chamber of Commerce. Among those present were: Joe Hunter, Chamber of Commerce President; Ben Plastino, Idaho Falls Post Register reporter; Dean Huntsman, Bonneville County Commissioner; Orval Forbes; James Syme; Wilbert Cammack, State Representative, District 27; new legislators from District 30 present were State Representative Elaine Kearnes and State Senator Dane Watkins.

The delegation was apprised of the status of near and long term improvements contemplated on the Yellowstone Highway from Chester to Idaho Falls and funding problems confronting the Department due to a cutback in revenues to the State Highway resulting from action by the 1971 legislative session.

Representative Cammack observed that on the Blackfoot Interchange grass has taken hold nicely but the shrubbery plantings have not been satisfactory.

Board Vice-chairman Barron pointed out the importance of not adding any more sections beyond the current allocated mileage of the Interstate System and that by so doing Idaho and other western states might at an early date receive presently allocated Interstate moneys for use on the Primary and Secondary roads of Idaho.

THURSDAY, SEPTEMBER 23, 1971

Aberdeen Meeting. At a meeting with the City of Aberdeen, among those present were Mayor Theadore Wren, State Representative Max Kendell, Chamber of Commerce President Clarence Swanson, County Commissioner Robert Lee, Elbert Gossen, Ray Soren, Leonard Cornforth, Jack Grimmette and Alvin L. Funk.

The delegation was apprised as to the project development of the Springfield - Aberdeen State Highway 39 project including the matter of location environmental statements and a location hearing with a target date for the project to go to bid letting sometime in late 1973.

The State Highway 39 improvement across the American Falls Dam was explained. This improvement will have to await the reconstruction of the dam by the U.S. Department of Reclamation.

American Falls Meeting. Meeting at the request of Ernest Permann, the Board met with him, Mayor Ralph Wheeler and former State Senator Vard Meadows to hear and discuss the need of improving State Highway 37 from American Falls to Rockland and beyond.

The delegation was informed that there is no major construction programed for this section and that much of the improvement needed would probably have to come from a betterment program financed by 100 per cent State highway moneys.

The difficult situation of the Department's construction funding was recounted. The group said that, in their opinion, an oil mat would solve the problem. State Highway Engineer Mathes stated that the Department would look into the adequacy of the base on the road before contemplating the requested improvement.

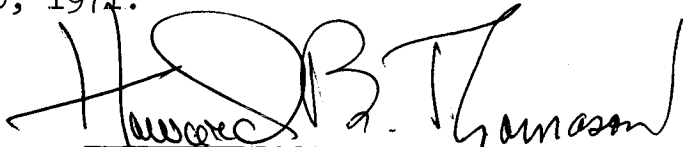
The Board subsequently looked at a right of way encroachment at the East American Falls Interchange on Interstate 15-W but made no decision as to what should be done. The matter will be discussed further at the October Board Meeting.

Pocatello Meeting. The Board met with the Pocatello Chamber of Commerce and two City Council members together with other local citizens including former Board Chairman C. Ed Flandro.

The delegation was brought up-to-date on contemplated improvements on the Yellowstone Highway from Rigby north and recited to the delegation the Department's financial situation as effecting Primary and Secondary construction funding.

Board Vice-chairman Barron pointed out the importance of not adding any more sections beyond the current allocated mileage of Interstate System and that by so doing Idaho and other western states might at an early date receive presently allocated Interstate moneys for use on the Primary and Secondary roads of Idaho.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for October 18, 19 & 20, 1971.



HOWARD B. THOMASON, Chairman

Read and Approved
October 18, 1971
Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

October 18, & 19, 1971

The Idaho Board of Highway Directors met in stated regular session at 8:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, October 18, 1971. Present were:

Howard B. Thomason, Chairman - Director, District 3
Lloyd F. Barron, Vice-chairman - Director, District 2
John G. Fanning, Member - Director, District 1
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary

Minutes. The Board approved the minutes of the regular September Board Meeting and Board Tour of South Idaho.

Utility Facility Relocation Determinations. The Board, after viewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

I-80N-2(41)96 Grading, S.H. 68 to the Gap, Elmore County - Idaho Power Company and Mountain States Telephone & Telegraph Company

S-2816(1), Big Wood River Bridge, Bullion Street in Hailey, Blaine County - Idaho Power Company, Mountain States Telephone & Telegraph Company and U.S. Department of the Interior

October 18, 1971

Board Directs Department to Not Advertise for Bids on Primary and Secondary Programed Projects Until Further Review by Board. The Department apprised the Board that the State Highway Fund, allowing for payouts on current projects, was such that it will utilize most of the anticipated highway user revenue to the State Highway Fund between now and June 30, 1972. Projects advertised to contract for the remainder of fiscal year 1972 may, therefore, need to be largely limited to the Interstate System. This fiscal emergency is the result of the legislative cutback in State highway user revenues during the 1971 session.

The Board approved advertising of Interstate projects because of the low matching 8 per cent ratio, which with a relatively small amount of State fund moneys provides the greatest amount of highway construction for the State of Idaho.

It was pointed out that the 17 per cent legislative cut in highway user revenues together with a 9 per cent project cost increase was so great that the 4 per cent highway user revenue growth factor was dwarfed in attempting to maintain the planned full construction program through June 30, 1972.

1972 Department Legislation Discussed.

1. Highway User Revenue Bills. The Board directed the Department to develop a legislative budget presentation which would clearly show to legislators that additional funding for State highway use from the State Highway Fund of approximately 5 million dollars would be required if the Department is to return to a fiscal responsibility in matching Federal Aid for Primary, Secondary and Urban Systems, as well as the Interstate System.
2. Snowmobile Legislation. Suggestive snowmobile legislation prepared for but not submitted on the floor is to be presented to the Legislative Needs Study Interim Committee session in November.

Legislative Contacts Authorized Prior to Legislative Session. The Board concurred in the suggestion that the Executive Board Secretary and the various District Engineers meet with the legislators in their home area prior to the legislative session to acquaint them with the Department's fiscal dilemma and answer questions that may be forthcoming on highway matters generally.

Department Authorized to Transmit Funds to Administrative Services for Handling of "A-95" Program Procedures. Upon the recommendation of the Department, the Board concurred in an interdepartment monthly transmittal to the Administrative Services in the amount of \$150 to defray the Department's share of salary of a man hired by Administrative Services to handle the "A-95" procedures as required by the states as a part of Federal Aid programing requirements.

Board Reviews Request for Temporary White Bird Connection into White Bird. The Board read letters from State Senator Nels Solberg and Orin Webb of Grangeville requesting a temporary road connection from the new White Bird grade prior to 1973 when it is planned to be in service.

The Department responded to the Board that Morrison-Knudsen, the present White Bird Hill project contractor, attempted to put in a service road connection in the area requested by Senator Solberg and Mr. Webb, only to be denied access to the Nez Perce National Park. The cost of providing adequate gradient and alignment for the temporary connection without going into the Nez Perce National Park would be prohibitive.

Completion of permanent access to White Bird should be accomplished at about the same time as the section of U.S. 95 from White Bird - North. Thus, the logic of providing a temporary road would appear to be very questionable. The Board concurred in this conclusion. Senator Solberg and Mr. Webb were to be so advised.

Miscellaneous Correspondence. The following correspondence was read by the Board:

1. Alex Creek letter on State line entrance signing.
2. Governor's requested reply to Marjorie McRea, State Highway 29--Leadore to Montana border.
3. Bonners Ferry City Attorney Pete Wilson letter--electronic warning for overheight loads approaching Bonners Ferry from the north. The Board asked the Department and the District to research the feasibility of the request.
4. Letter from the Rexburg Chamber of Commerce requesting:
 - a. Signing for Rexburg on the Broadway Interstate connecting road.
 - b. Including Rexburg on the sign at the Johns Hole free-way interchange.
 - c. Including Rexburg on the mileage destination signing outside of Ucon.

The Chamber offered to participate in the cost of changing the destination signing to "Rexburg." The Traffic Section is replying to the request in light of the Standard AASHO and Department Destination Signing Policy.

Department to Cooperate with Department of Commerce and Development on Signing. The "Idaho Too Great To Litter" slogan is to be worked out with the Department of Commerce and Development. The present anti-littering signs are no longer valid due to the repeal of the "anti-litter" statute.

The Board directed the Department to work with the Department of Commerce and Development towards using the slogan and/or other wording on the State highway entrance signs to Idaho and submit a final draft to the Board for its consideration.

Fiscal Support of Solid Waste Disposal Study for Southeast Idaho Approved. Upon the recommendation of the State Highway Engineer, the Board approved Department participation in the amount of \$3,250 for a Department of Health study on the problem of disposing of solid waste in eight southeast counties of Idaho. The consulting engineer for the study will likely be Barton, Stoddard, Milhollin & Higgins. The total cost of the study is estimated to be \$260,000.

Lewiston Hill Route Study Reviewed. Howard Pilkington, Ted Gwin and Leroy Brady presented a detailed status report to the Board concerning the alternate routes under study including cost, highway user benefits, and environmental considerations.

Replies received on the Lewiston Hill preliminary mailing for views on the location matter were presented as well as an analysis of the Lewiston Hill travel time - distance from Clarkston, Spalding and Lewiston for the various alternates.

The alternate routes under consideration were:

1. North Fork of Hatwai Creek, estimated cost - \$8,370,000, plus possible future connection - \$1,170,000, annual highway user saving - \$1,900,000.
2. Hatwai Creek, estimated cost - \$10,430,000, annual highway user saving - \$1,500,000.
3. Ridge Route, estimated cost - \$10,270,000, annual highway user saving - \$2,650,000.

The Board then determined to bring the matter to public hearing as soon as it can be made ready with no recommendation as to a specific route.

TUESDAY, OCTOBER 19, 1971

The meeting of the Highway Board reconvened at 8:00 a.m. in the State Highway Building, Boise, with the following persons present and participating:

Howard B. Thomason, Chairman
 Lloyd F. Barron, Vice-chairman
 John G. Fanning, Member
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary

October 19, 1971

Jerome Chamber of Commerce Asks for Four Lanes from Jerome to the South Jerome Interchange on State Highway 79. The following delegation appeared before the Board:

Wilson Churchman, Secretary, Jerome Chamber of Commerce
 O. A. Jensen, Jerome
 Blake Patterson, Publisher, North Side News, Jerome
 Murray O'Rourke, Jerome
 Leo Alftin, Jerome

The delegation indicated that it was aware that the Department does not have this section planned for early construction but asked that it be advanced too as early a date as the Board can fit to program money into a project.

The request was occasioned, Mr. Patterson stated, by the Tupperware people now having under construction a products plant that will employ 400 people when completed by May 1. It is located between I-80N South Jerome Interchange on State Highway 79 and the Jerome city limits.

The firm's plan in the next stage of construction would duplicate the facility in about two years with a total employment of approximately 900 people.

Board Chairman Thomason said the Board would view the request in line with other priorities, in recognition of the facility's importance to the Jerome area.

State Highway Engineer Mathes stated that it was not too early to consider advance right of way acquisition since the project would likely require from 100 feet to 120 feet of right of way width.

Board Vice-chairman Barron stated that the delegation might help their cause by acquainting their legislative delegation with the financing dilemma the State Highway Department is presently experiencing with State highway user funds.

Mr. Patterson asked the Department to send him the information regarding the shortage of funds and the Department's fiscal needs to be brought up to a current Federal Aid utilization position so that correct information might be publicized.

Twentieth Annual Department Report Approved. The Board viewed and approved a printed draft of the Department's fiscal year, July 1, 1970 - June 30, 1971, Twentieth Annual Report.

Long Range Planning Program Concurred in by the Board. The Planning Section presented Part I of the Department's long range 1972 - 1975 project planning program of Interstate, Primary and Secondary State Highway Systems on a project by project basis, in which the Board concurred.

U.S. 95 Improvements Authorized Relating to Coeur d'Alene - Garwood Project. The Board was advised of and concurred in the following work to satisfy commitments under an old agreement.

1. Bituminous Overlay, Best Avenue to Airport Road, 5.034 miles - estimated cost \$104,000.
2. Seal Coat from Airport Road to Garwood, 3.105 miles - estimated cost \$7,500.

This work is to be done prior or simultaneously with the Coeur d'Alene - Garwood project as the construction program dictates.

Traffic Control Signals in Kamiah Revoked. Whereas, an engineering and traffic investigation has been made and it is deemed advisable by the Department of Highways to remove the traffic control signals upon urban extensions of the State Highway System within the corporate limits of the City of Kamiah, the Board ordered that the minute entry of December 3, 1970, with respect to traffic control signals in the City of Kamiah is rescinded and the permission granted thereunder is hereby revoked, as recommended and stated in marked Exhibit A-388, which is made a part hereof with like effect as though included in full herein.

Lewiston Traffic Control Signals. The Board authorized the City of Lewiston to operate and maintain traffic control signals at 17 intersections in the City of Lewiston, as recommended and stated in marked Exhibit A-389, which is made a part hereof with like effect as though included in full herein.

Speed Control Zones (SH 25, SH 67). The Board approved the prima facie speed limits on SH 25 and SH 67, as recommended and stated in marked Exhibit A-390, which is made a part hereof with like effect as though included in full herein.

Removal from the State Highway System (US 10). The Board approved the removal of a portion of State Highway No. US 10, 1.408 miles in length, and described as beginning at a point 0.321 mile east of the US 95A Interchange structure and ending at a point 10.257 miles west of the SH 3 Interchange structure, as shown in official Exhibit B-99, which is made a part hereof with like effect as though included in full herein.

Removal of Parking Prohibition on a State Highway (SH 55). The Board approved the removal of parking prohibition between Milepost 100.90 and 101.67 on the east side and on the west side of State Highway 55 located north of Boise adjacent to the Floating Feather Airport and ordered that the minute entry of the Board of Highway Directors dated May 12, 1970, be revoked, as recommended and stated in marked Exhibit C-69, which is made a part hereof with like effect as though included in full herein.

Lemhi County Line - South Project No. S-6751(4) to be Readvertised.
Upon the recommendation of the State Highway Engineer, the Board concurred in readvertising the project specifying a bituminous surface treatment and to delete the plant mix specified in the original bid advertisement.

Department Authorized to Use BOR Funds Utilizing Maintenance Work in Lieu of State Matching Moneys. Upon the recommendation of the State Highway Engineer, the Board concurred in the Department's exploring the feasibility of utilizing State maintenance work forces as a credit in lieu of State highway matching moneys on a 50 - 50 basis in order to use some portion of currently available Bureau of Outdoor Recreation funds for rest areas on the State Highway System.

Engineering Agreement with Stevens, Thompson & Runyan, Inc. for Project No. T-4060(1) Approved. The Board approved a consulting engineering agreement with Stevens, Thompson & Runyan, Inc. to perform certain engineering services, including an environmental study and statement, field surveys, roadway design, hydraulic studies, traffic control design, preparation of right of way and construction plans, design hearing documents, exhibits and presentation, special specification provisions, and summary of quantities for Project No. T-4060(1), Lewisville Road - Anderson Street Junction, Bonneville County, in the amount of \$36,525.00. The portion of the design project is the city's responsibility and will be matched with local funds in a proportionate amount.

Hearing Determination - Design of Interstate Route 15 for a Distance of 16.2 Miles Beginning at the Deep Creek Interchange North of Malad to the Utah State Line, Oneida County, Idaho, I-15-1(62)0, I-15-1(27)8 & I-15-1(64)17. A public hearing was held at the Malad High School Auditorium, Malad, Idaho, at 7 p.m., Monday, October 4, 1971.

The Board, having read the transcript made of the testimony and proceedings had at said hearing and having been fully advised and considered the same, made the following decision in the above matter, to wit:

That the Department should proceed with project development as proposed at said hearing.

Plans, Specifications and Estimates Approved. The Board reviewed and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
ST-4780(516)	Quartz Creek Bridge	\$20,000
STS-2790(514)	B-1 & B-2 Canal Strs.	\$67,000
STS-2862(514)	Oakley - Burley Strs.	\$27,000
STS-2864(513)	Barrymore Jct. - Rupert Strs.	\$34,000

Encroachment by Standard Oil Company at American Falls to be Fenced. The Board having viewed the problem of an encroachment by the Standard Oil Company at the American Falls Interchange determined, in light of the small amount of rent that might be realized, that the Department install a fence prohibiting use of the Interstate right of way.

The matter was brought to the attention of the Department by a neighboring business and other interested American Falls citizens concerning the encroachment matter.

Outdoor Advertising Sign Acquisition Program Reported. Chief Right of Way Agent Bruce White briefed the Board on the progress to date of the outdoor advertising sign removal program.

A meeting of October 7 with 11 sign companies, Mr. White stated, was very productive in acquainting the industry with the preliminary procedures planned in the way of appraisals, negotiations and ultimate purchase of the nonconforming signs.

Mr. White stated that one company's signs, totaling eight, have reached the point of negotiation and no problems are anticipated in their acquisition.

The Idaho Sign Association agreed unanimously at their regular September 30 meeting to cooperate with the Department in a mutual effort to implement the State's beautification program.

Approval of Deeds and Easements.

Materials Sources
Bn-58, Bn-87 &
Bn-97

City of Idaho Falls

The Board approved the trade and signed the instrument for the three materials sources. It was pointed out to the Board that the deed from the City of Idaho Falls which conveyed the property being traded to the State for the three materials sources had a reversion clause to the City at the time the State exhausted the source. The reversion was not discussed with the Board at the September Board Meeting when the Board approved this trade.

I-80N

I-80N-3(22)159

G. Dale Depew &
D. Lucille Depew

Parcel 9-A

The Board approved and signed deed trading 11.3 acres of land acquired during right of way negotiations as part of the consideration for the right of way needed from the Depews. Credit due the State will be at \$300 per acre.

October 19, 1971

Order Abandoning State of Idaho Easement No. 733 for Materials Source Br-70, Bonner County. The Board approved the order abandoning State of Idaho Easement No. 733 for Materials Source Br-70, Bonner County.

Approval of Permit to Use Right of Way.

US 95	F-4113(38) F-4113(13) R/W (White Bird Summit - South)	Viola McReynolds	7-71-53
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The Board approved the change in access control subject to the State Highway Engineer's and the Deputy State Highway Engineer's investigation and approval of the physical feasibility of putting a commercial approach in this location.

A Practical Enforcement Tolerance for Vehicle Loads Discussed. Assistant State Highway Engineer (Operations) Richardson discussed with the Board two recent meetings on the subject of possible tolerances for vehicle loads for use by the State Weighmaster Division of the Department of Law Enforcement.

The first meeting was with Mr. Ollie Arbelbide of the Idaho Motor Transport Association. He informed the Department that Oregon allows a tolerance above legal weights of 1,000 pounds per single axle, 2,000 pounds per set of tandems and 2,000 pounds for total gross weight. He requested that Idaho adopt similar standards so that enforcement would be uniform. He also expressed an interest in increasing total gross loads for combinations consisting of three or four vehicles on routes presently designated for use by such combinations.

The second meeting with Les Lund, head of the Weighmaster Division, indicated a desire to adopt a practical enforcement tolerance for use in load weight controls. Tolerances of 1,000 pounds per single axle, 1,000 pounds per tandem and 1,000 pounds total gross load are now being used.

It was pointed out to the Board that in prior AASHO balloting Idaho had supported legal limits of 20,000 pounds per single axle and 34,000 pounds per set of tandem axles and that tolerances being requested were within these limits.

It was the Board's conclusion that it should not take specific action concerning tolerances since this is a Law Enforcement responsibility. It directed the Department to continue to make periodic checks to determine that repetitive loads substantially in excess of the legal limits are not permitted.

The Board agreed that the Idaho Motor Transport Association's interest in increasing total gross loads for three and four vehicle combinations had merit providing the Board retains authority for route designation over which such combinations can operate. Richardson was asked to determine if Administrative hearings would be required to implement this change.

Settlement of Damage to Hamer Overpass Authorized. Upon the recommendation of Chief Legal Counsel Tway, the Board authorized settlement of the damaged Hamer Overpass in the amount of \$5,000 or better.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for November 15, 16 & 17, 1971.

Read and Approved
November 15, 1971
Boise, Idaho


HOWARD B. THOMASON, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

November 15 & 16, 1971

The Idaho Board of Highway Directors met in stated regular session at 8:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, November 15, 1971. Present were:

Howard B. Thomason, Chairman - Director, District 3
Lloyd F. Barron, Vice-chairman - Director, District 2
John G. Fanning, Member - Director, District 1
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary

Minutes. The Board approved the minutes of the October Board Meeting.

Utility Facility Relocation Determinations. The Board, after viewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

RS-6736(1), Zundell Road, Jefferson County - Mountain States Telephone & Telegraph Company and Utah Power & Light Company

I-80N-2(10)96 R/W, I-80N-2(41)96 Grading, S.H. 68 to the Gap, Elmore County - El Paso Natural Gas Company

November 15, 1971

I-80N-2(10)96 R/W, I-80N-2(42)96 Grading and Structures, The Gap to East Hammett I.C., Elmore County - Mountain States Telephone & Telegraph Company and Idaho Power Company

The Board, after viewing the project plans, decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

T-4031(1), U-3281(25), SU-3735(1), Nampa One-Way Couplet and 7th Street South, Canyon County - Intermountain Gas Company, Mountain States Telephone & Telegraph Company and Idaho Power Company

Miscellaneous Correspondence. Letters from the Dietrich School District requesting oiling of State Highway 24 dated November 8 and from the South Idaho Chamber of Commerce asking the Department to assign priority for improvement of U.S. 93 from Twin Falls to Ketchum were read by the Board.

New and Revised Board Policies Approved. The following new and revised Board Policies were approved by the Board:

B-014 - Right of Way Encroachment Permits

The State Highway Engineer is authorized to establish procedures and controls for issuance of right of way encroachment permits so long as design and safety standards of the State Highway System are not disrupted by the granting and use of such permits.

Requests for permits to 1) use highway right of way for agricultural purposes other than approaches, and 2) make changes or increase of access on controlled access highways, must be submitted to the Board of Highway Directors for consideration before final processing by the Department.

(New Board Policy)

B-610 - Part-Time Outside Employment

Highway Department employees are to be discouraged from holding second jobs or engaging in self-employment activities during off-duty hours. Upon written application of the employee, however, such requests may be approved by the State Highway Engineer, or his designated representative, subject to restrictions established by the Department.

(Previous date of B-610: 5/1/69)

B-613 - Use of Auditorium and District Conference Rooms

The auditorium in the Headquarters building may be used by State agencies and other organizations who have affiliate interests with the Department of Highways. Conference rooms in the District Offices may also be used for similar purposes. The State Highway Engineer is authorized to set requirements, rental fees, etc., for the use of these facilities.

(Previous date of Board Policy B-613: 4/14/61)

B-614 - Movement of Utilities

The Executive Secretary of the Board of Highway Directors is authorized to notify utility companies of the need to move their facilities when such are affected by a highway project.

Hearings and orders of the Board, if required, will be in accordance with Idaho Code 40-120, subsection 27.

(Previous date of B-614: 12/11/61)

Plans, Specifications and Estimates Approved. The Board reviewed and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
I-15-1(35)71 "B"	Pocatello Cr. I.C. Landscaping	\$ 117,600.00
I-80N-3(46)214	Meridian Rd. - Salt Lake I.C.	\$ 195,000.00
I-15W-5(15)121	Salt Lake I.C. - Raft River	\$ 50,000.00

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

STM-3022(554) - The work consists of repairing a 212' concrete underpass, Cleft Grade Separation on Interstate I-80N, in Elmore County - State financed. The contract was awarded to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, on November 2, 1971, in the amount of \$9,492.00.

S-2816(1) - The work consists of constructing a 101' concrete bridge, grading and drainage for the roadway approaches over the Big Wood River on 0.019 mile of the Hailey Streets, Bullion Street Bridge, in Blaine County - Federal Aid Secondary and County financed. The contract was awarded to Tony Russell Construction, Inc., Hailey, Idaho, the low bidder, on November 23, 1971, in the amount of \$78,685.40.

I-80N-2(41)96 (Grading) - The work consists of constructing the roadway and drainage structures on 12.101 miles of Interstate 80N, SH-68 to Gap, in Elmore County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Galey Construction Co., Inc., Boise, Idaho, the low bidder, in the amount of \$2,591,670.00.

RS-6736(1) - The work consists of constructing the roadway, drainage structures, aggregate base, roadmix pavement and seal coating on 5.049 miles of the Zundell Road, in Jefferson County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$385,658.50.

November 15, 1971

ST-4780(516) - The work consists of designing and constructing a 28' + by 30' + concrete bridge over Quartz Creek on SH-11, in Clearwater County - State financed. As the low and only bid was 22.9 per cent over the Engineer's Estimate, the bid was rejected.

Building No. 3121 - The work consists of constructing a 44' x 90'8" concrete and pumice block maintenance building, drilling a well and providing a complete water system and disposal system at Lowman, Idaho, in Boise County - State financed. As the low and only bid was 32.7 per cent over the Engineer's Estimate, the bid was rejected and the project will be readvertised.

Building No. 6021 - The work consists of constructing a 60' x 128' sand shed with office in the vicinity of Gibbonsville, U.S. Highway 93, in Lemhi County - State financed. The contract was awarded to Slavin & Shafer, Inc., Salmon, Idaho, the low bidder, on November 23, 1971, in the amount of \$47,277.00.

Idaho Motor Transport Association Requests Board Approval for Heavier Axle Loadings and Expansion of Triple Bottom Operations. Appearing before the Board was Ollie Arbelbide, Manager, Idaho Motor Transport Association, asking for an increase in axle loadings of 20,000 single axle and 34,000 tandem axle operation over Primary and Secondary designated routes in Idaho.

The Board instructed State Highway Engineer Mathes to meet with IMTA to discuss this situation further. Until Federal legislation approves the increased loadings for the Interstate System, Idaho's law, which makes specific reference to Federal law, may not allow the Board to permit the heavier axle loading operations.

The Association also requested Board approval to operate combinations of three or four vehicles whose overall lengths do not exceed 98 feet by approved route permit between Boise and Twin Falls on Interstate 80N, U.S. 30, S.H. 25 and S.H. 50 with a maximum loading of 76,800 pounds and legal axle loadings.

The Board granted this latter request but directed the Department to observe over a several month period the safety factors involving operation at Alkali Creek and other potential marginal traffic locations on the route, observing that should the operation become a traffic hazard to so advise the Board.

The request to operate 98-foot combinations from Twin Falls to the Nevada line on a route permit basis with a maximum loading of 105,000 pounds and legal axle loadings was granted by the Board. This request was granted in order to facilitate the movement of such combinations of vehicles from Twin Falls to points through Nevada and beyond with Twin Falls as a 98-foot vehicle combination marshaling depot.

Joint Transportation Legislative Interim Needs Study Committee on Highways, Streets and Roads Meet with Board. Twelve members of the Joint Committee met with the Board after having previously met with State Planning Survey Manager Ed Equals.

Deputy State Highway Engineer Tisdale reviewed for the Committee the Department's proposed budget for fiscal year 1973 which will be submitted to the forthcoming legislative session. All phases of the budget were covered with the anticipated revenues based on needed additional funds for use by the State in the amount of \$5,037,000. This additional amount of highway user revenue for the proposed Department budget would be required to utilize one full year of Federal-aid apportionments to Idaho together with the use of two million dollars in prior apportionments for the Interstate Highway System. Copies of the budget and detailed explanation were handed to the Committee members.

Committee Chairman John Sessions inquired of the Board what position the Department would be in should no additional revenues be forthcoming during the January 1972 session since many of the current legislators had been committed to a "no tax increase" platform.

Board Chairman Thomason stated that the Department would be required to tailor its program to fit moneys available but if such a condition prevailed for an extended period the following legislative session would be faced with a substantial Federal-aid backlog which would be compounded each year. He stated also that Department projections show that Federal-aid could be lost to the State of Idaho due to the expiration of a two year use period on some Federal-aid apportionments.

State Highway Engineer Mathes in response to the question also stated that the State Primary and Secondary Road Programs would be the Systems that would suffer since those Systems require a higher State fund matching ratio. Interstate funds cannot be used on other than the Interstate System.

The Committee inquired as to the possibility of removing from the State Highway System those roads such as old U.S. 191 that have been relieved of traffic by the Interstate.

Mr. Mathes explained that the Functional Classification and Needs Study is now complete. This study can now be used by the Board as a guide to assist in determining State Highway System additions and removals.

Board Secretary Summers, in response to a question from Senator Egbert, inquired if the Committee would assist the Board should enabling legislation be required to remove certain sections of the State Highway System.

Senator Egbert confirmed the interest of the Committee in such enabling legislation.

An inquiry as to what Federal funds are forthcoming for removal of billboards was made as well as an explanation of permit fees and current problems experienced by the Department in its current effort to enforce the State and Federal Beautification Acts affecting billboards. It was pointed out that it is currently estimated that over a three year period \$300,000 in State funds will be required each year to complete the removal of billboards in compliance with statutes. This estimate could change depending upon the final evaluation for just compensation.

TUESDAY, NOVEMBER 16, 1971

The meeting of the Highway Board reconvened at 8:00 a.m. in the State Highway Building, Boise, with the following persons present and participating:

Howard B. Thomason, Chairman
Lloyd F. Barron, Vice-chairman
John G. Fanning, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary

Board Approves Proposed Amendments to Legislative Acts. Upon the recommendation of the Department and Chief Legal Counsel, the Board approved:

1. Drafting of amendments to the Relocation Act to update that Act in line with Federal legislation.
2. Re-enacting the old statute concerning littering on highways and repealing the remaining statute that was left from the Court Reform Act. The remaining statute causes unnecessary burden of proof in obtaining conviction from violations.

Extended and Excess Motor Vehicle Liability and Tort Insurance Denied by Board. A letter from Insurance Commissioner John Blaine offering administrative agencies increased extended coverage for the Department's current motor vehicle liability and tort claim insurance was read by the Board.

It was pointed out that this matter was presented after the budget had been filed with the Budget Director for the coming fiscal year and in light of the statutory maximum sovereign immunity of suit limitation, the Board agreed that this optional extended coverage probably would not be necessary for the Department.

Legal Counsel Tway was instructed to confer with Commissioner Blaine to determine if there were some compelling reasons for the excess coverage not now apparent.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
I-80N-2(38)120	East Connection to Glenns Ferry Loop	
	Sta. 1228+50-Sta. 1234+00	Standard Approach Policy
	Sta. 1234+00-Sta. 1240+00	Partial Type "E"*
	Sta. 1240+00-Sta. 1252+02	Full
	Sta. 1252+02-Sta. 1253+80 Left	Partial Type "E"*
	Sta. 1252+02-Sta. 1259+90 Right	Partial Type "E"*
	Access at Sta. 1252+50 Right is designated as a Public Road Approach.	

* PARTIAL ACCESS CONTROL, TYPE "E"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Private Approaches

No private approaches will be allowed.

1971 Manual on Uniform Traffic Control Devices Administrative Hearing Approved. State Traffic Engineer James Pline outlined for the Board changes that the new Manual contains over that of the currently approved 1961 Manual on Uniform Traffic Control Devices.

The Board, after viewing the new Manual and the three page summary of changes, authorized the Department to go to public hearing under the Administrative Procedures Act as a first step towards the adoption of said Manual.

Highway Edge Striping Cost Reviewed by the Board. State Traffic Engineer James Pline reported that the Federal Highway Administration is urging the Department to place edge markings on all Federal-aid Systems utilizing Federal-aid matching funds.

The initial edge shoulder striping costs would be:

Primary System	- \$400,000
Secondary System	- <u>\$270,000</u>
Total	- \$670,000

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Based on a restriping every two years, the annual cost (without Federal participation) per year would be:

Primary System - \$225,000
 Secondary System - \$145,000

Total \$370,000

Currently the Department has shoulder striping on 300 mile random selected sections of the Primary System dictated basically by accident experience. In addition to the potential accident reduction, edge striping is beneficial in reducing the driver's task while behind the wheel.

The 300 mile experimental section will provide accident statistics after sufficient operational time has elapsed to evaluate the benefits.

Mr. Pline concluded with the observation that the Department is presently spending approximately \$400,000 each year for all edge, centerline, etc., striping on all Systems of the State. He reported also that if the entire Primary System is to be shoulder striped, the three crews that are now operating with equipment will have to be increased to one crew in each District for a total of six crews.

Mr. Pline recommended that shoulder striping benefits, including an accident evaluation, be developed when operational experience provides a sufficient time frame to accurately evaluate these features. He also recommended that the Department continue the existing program on a gradual increasing basis for edge striping based on cost benefits for accident reduction using engineering judgment for selection of those sections to be marked.

The Board concurred that the Department should proceed with the above recommendations.

Ketchum Tourist Directional Sign Request Discussed. State Traffic Engineer James Pline reported on a letter from Robert S. Wright, President, Robert S. Wright Advertising Company, Inc., dated October 28, requesting the Department to:

1. Install map boards on US 93 turnouts showing Ketchum area tourist facilities--that is to say motels, restaurants, etc.
2. Primary Displays - Service symbol and arrows at Jct. US 93 and SH 75 and Jct. US 93 and Warm Springs Road.
3. Secondary Displays - Service symbol plus business name to be located on SH 75 plus Warm Springs Road.

The subject was discussed with Mr. Ross Fitzpatrick, Heidelberg Inn owner, by District 2 personnel together with the State Traffic Engineer. Mr. Fitzpatrick was advised of the pending Highway Board

Policy B-108 and told that the map board installations could probably be approved. It was suggested that they proceed with their planning, develop a proposal for the map boards, and investigate potential areas for roadside turnouts along U.S. 93. The conflicts between the Primary and Secondary displays with other traffic control devices and Department existing policy was discussed with Mr. Fitzpatrick. It appeared advisable for them to proceed with the development of Item No. 1 while the details for the other signing were being developed for Highway Board consideration and approval.

The Board directed that the Department should be involved in any information signing installations within the public right of way; further, that signs advertising specific businesses must be located outside the public right of way; and finally that standard designs for information centers should be developed for statewide application.

State Line Entrance Signing Sponsored Commercially Disapproved. In response to a request from the Advisory Committee of the Department of Commerce and Development of jointly working out State line signs at entrances to Idaho with commercial sponsors shown on the signs, the Board directed the Department to advise the Advisory Committee that such signing other than in informational centers is illegal on State highway rights of way and that a legal opinion from the Department's Legal Counsel should be attached to the reply.

Anti-littering Signs to be Replaced for Next Tourist Season. The Board was advised that the Department is working towards some type of replacement signing for existing "Unlawful to Litter" signs before the next tourist season. The Board concurred with this proposed schedule.

1972 Construction and Part I 1976 Long-range Programs Reviewed by the Board. The Department reviewed with the Board the proposed 1972 Interstate, Primary, Secondary and Urban Construction Program; the planned 1973 Program; and, possible project assignment for calendar years 1974, 1975 and 1976. Planning Engineer Pilkington also outlined recent construction history and suggested goals for specified routes through calendar year 1981.

The Board in further reviewing the proposed program for calendar year 1972 will submit any changes they see fit by early December so that a complete and final program may be submitted for final Board consideration at the December 14 Board meeting.

Draft of U.S. 95 Lewiston Hill Hearing Brochure and Study Report Approved. The Surveys & Plans Division presented a preliminary draft of the U.S. 95 Lewiston Hill hearing brochure and study report. It was suggested that each Board Member review the report as time permits with final Board concurrence to be requested at the December Board meeting.

Sterling Road - Springfield State Highway 39 Location Study
Submitted to Board. Locating-Photogrammetric Engineer Ted Gwin outlined to the Board three alternates that have been under study concerning the above location from which the Board determined that the Department should go to a corridor location hearing with a recommendation for the Canal Plan which has an estimated \$1,438,000 total construction cost and \$708,000 road user cost. The 6.1 mile section will entail the taking of 40 acres of land for right of way purposes. Said route being the lesser of the three in both construction and road user costs.

Approval of Deeds & Easements.

Materials Source Reforestation, Inc.
 Br-97

The Board approved and signed the correction deed.
 (Exchange of Deeds for purpose of correcting location of source. Deed approved in March meeting required revision.)

US 2 F.H.P. 2-1(1) Mark Hilton & Parcel No. 8.1
 Frances Nae Hilton

The Board approved and signed the quitclaim deed conveying a point of access to the Hiltons.

Materials Source Post Falls Highway
 Kt-138 District
 Kootenai County

The Board approved and signed the deed conveying 5.7 acres of land to the Post Falls Highway District (exchange of properties).

Approval of Permits to Use Right of Way.

US 26 F-2351(6) O. J. Harris
 (Shoshone West)

The Board approved and signed the permit for the exchange of access requested by Mr. Harris.

SH 39 S-1721(5) Raymond A. Cone &
 (Riverside-Collins) Bette A. Cone

The Board denied the Cones' request for access at Station 107+50. The Board will approve, however, the widening and shifting of an approach for joint use on the east or west side of the Cones' property.

US 191 F-6471(13) E. W. Roberts 6-70-138
 (Chester-Ashton)

The Board approved Mr. Roberts' request for a relocation of access.

SH 22 F-6462(7) Grand View Farms 6-71-122
 (Howe Jct. -
 Pole Line Road)

The Board approved the request by Grand View Farms (Simplot) to farm within the 400 foot right of way. The approval is subject, however, to resolving a problem with Simplot pertaining to access across I-80N south of Cotterel.

Outdoor Advertising Sign Removal Status Report. The Right of Way Division advised that during the month of October, 82 private signs had been removed and the Department has received verbal and written release statements on 115 additional signs requesting removal by the Department.

The Board was appraised that the majority of the owners of private signs request that illegal signs be removed before removing their nonconforming signs. Indications are that when investigation has determined those illegal signs located along the highway, posting on the sign of this fact will eliminate a large number within a short period of time.

The response to the letters sent out by the Department to sign owners that permits will be required on all nonconforming signs has been satisfactory.

Policies and procedures are being developed at the present time to determine a valuation of outdoor signs and sign sites and a rough draft has been submitted to the FHWA for review.

The Board was appraised that the Department has been having difficulty in obtaining permission from some of the sign companies belonging to the Idaho Sign Association to pre-audit their records. Also that the FHWA and our Department believe the Department should not be confined to audit only those sign companies listed in Mr. Snarr's (Snarr Outdoor Advertising, Inc.) letter of October 7, 1971.

The Board was advised that the Right of Way Division has been in touch with Mr. Dave Moehring, Right of Way Engineer for the Oregon State Highway Department, and that they are attempting to obtain approval of a proposed contract by the FHWA in Washington, D.C., enabling them to proceed with a C.P.A. firm to audit the records of the five major sign companies in Oregon -- that Oregon was having a problem with the FHWA in receiving approval of the proposed contract with the C.P.A. firm. Possibly the reason is that Oregon considers that the most logical method of valuing the signs is through the income approach.

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The Board directed that the Department continue to pursue the sign removal program in the most expeditious manner possible and authorized selection of a C.P.A. firm to audit the sign companies' records when our pre-audit provides the necessary information.

Representative McHan Gives His Views Concerning U.S. 93 Improvement from Ketchum - South. State Representative E. V. McHan of Ketchum appeared before the Board indicating his concern that if the Department builds a road to meet 1990 traffic needs which dictate a four-lane facility that it will take too much acreage out of the narrow valley. He stated that such right of way acquisition would approach the cost of construction and requested the Department to widen the present road up to 10 feet with a 40 foot mat.

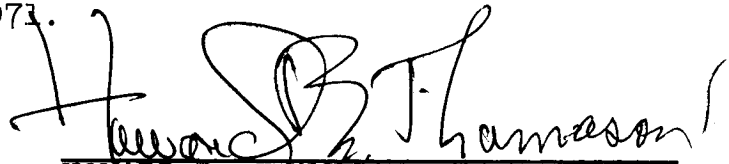
The Board explained that a new facility is built to meet 20 year traffic requirements based on sound traffic projections. It is very questionable that Federal-aid funds could be used to construct any facility to any lower standard. Thus, any improvement to lesser standards would require financing with 100 per cent State highway funds.

Mr. McHan also requested 1) construction of turnouts on U.S. 93 for slow moving vehicles, 2) counsel as to how to secure financial assistance for replacement of the Wood River Bridge on the Warms Springs Road in Ketchum and 3) further departmental contacts with Mr. Joe Wurst to resolve complaints on the U.S. 93 to Picabo project on State Highway 68.

Ririe Destination Signing Requested. State Representatives John Sessions and Wayne Tibbitts appeared before the Board to request signing to show Ririe as a destination and that either better advance signing or lighting of the connections into Ririe be effected.

The Board instructed the Department to evaluate and report the findings.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for December 14 & 15, 1971.


 HOWARD B. THOMASON, Chairman

Read and Approved
 December 14, 1971
 Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

December 14 & 15, 1971

The Idaho Board of Highway Directors met in stated regular session at 8:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Tuesday, December 14, 1971. Present were:

Howard B. Thomason, Chairman - Director, District 3
 Lloyd F. Barron, Vice-chairman - Director, District 2
 John G. Fanning, Member - Director, District 1
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary

Minutes. The Board approved the minutes of the November Board Meeting.

Utility Facility Relocation Determinations. The Board, after viewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

SU-6709(8), 17th St. - Idaho Falls, Yellowstone Avenue - Snake River - City of Idaho Falls & Intermountain Gas Company

STS-2862(514) & STS-2864(513), Replace & Widen Culvert SH 27; Modify Culvert SH 25 - Project Mutual Telephone Co-op Association & Mountain States Telephone & Telegraph Company

STS-2790(514), B-1 & B-2 Canal Bridges, 3.9 Mi. & 2.4 Mi. Northeast of Rupert - U.S. Department of Interior, Bonneville Power Administration & Project Mutual Telephone Co-op Association

Owyhee County Road Discussed with Rodney Hawes. Appearing before the Board were Rodney Hawes and his son again urging the Board to place the Owyhee County Road from Marsing to Hammett on the State Highway System.

Board Chairman Thomason stated that within sixty days or so the Department will be making recommendations to the Board in light of the Functional Classification Study recently completed as to what roads this study indicates should be added to the State Highway System as well as those roads which should be removed.

Delegation from Leadore Urging Oiling of State Highway 29. A delegation headed by Marjorie E. McRea and consisting of Carl Guillette, Duane Ellis, Terry McRea, Jack Weigard, Dennis Lindskog and Eleanor Lindskog, appeared before the Board urging the Board to oil State Highway 29 from the Montana line to the end of the present oil three miles northeast of Leadore.

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A letter from the Beaverhead County Commissioners at Dillon, Montana assured Mrs. McRea that through efforts of the County and the Forest Service the Montana road connection will be oiled to the Idaho State Line by the fall of 1973. A two page presentation by the delegation pointed out the historical and environmental need for improving the Idaho section and urged that the State accomplish the oiling by State betterment programing over a period of time.

The Board inquired as to the use of FAS funds by Lemhi County. Upon being advised that Lemhi County has not used FAS funds for several years, the Board then asked the group if the County might be interested in requesting that FAS funds available to Lemhi County be applied to a project on State Highway 29 providing the Board could find necessary matching funds.

The delegation responded favorably to this suggestion and indicated it would contact the Lemhi County Commissioners to determine their views on such a proposal.

The Board assured the delegation of its continued interest in this highway but pointed out that the present fiscal dilemma was a controlling factor. As this situation changes, consideration will be given to improving at least a portion of the route in the State Safety and Improvement Program.

Idaho Concrete Pipe Industry Asks For Assistance. Robert Paul, Manager, AMCOR, Inc., Idaho Falls, and Robert Todeschi, President, Idaho Concrete Pipe Company, Nampa, appeared before the Board outlining the economic impact upon that industry unless some consideration can be given the industry to assure a reasonable share of the drainage pipe market. It was their position that current Board policy of permitting alternates for most pipe items did not fully recognize the concept of a local industry and local products.

Mr. Paul was advised that the Department recognized the problem and was continuing to evaluate other State policies and practices but was not yet in a position to recommend a revised policy.

City of McCall Asks Extension of 35 Mile Per Hour Zoning North-erly on S.H. 55 Terminating at the Intersection North of the Village Inn. Mayor Donald Boos, Councilman Bill Evans and City Clerk Bill Kirk requested an extension of the 35 mile per hour zone into what is now a 50 mile per hour section because of the failure of southbound motorists to conform to a safe speed when passing the Village Inn where 25 school children load and unload each school day. The Mayor stated that with recent developments there are now eleven driveways and seven homes served by this section of highway for which a change in speed zoning is being requested and asked that the Department establish caution and approaching speed zone signing north of the Village Inn.

After some discussion, it was agreed by the Board that a temporary extension of the 35 mile per hour zone, as requested by the City, would be made for the winter season. The Department was

further directed to make additional speed checks in the spring to determine the prevailing speed pattern and then to meet further with the City and report to the Board concerning whether zone limits should be made permanent.

Vehicle Parking on Interstate Encroachment Urged by Hillview Motel. Ken Hartley, motel operator, and Ed Brown, motel owner, from American Falls appeared before the Board. They outlined to the Board that in their opinion should the Department fence Interstate Highway 15-W in the vicinity of the Standard Oil Company property at the American Falls east interchange as presently proposed, the parking of trucks on Standard Oil Company property would jeopardize the successful operation of the motel because of possible blockage of an access easement across Standard Oil Company property to the motel.

The Board advised that the Standard Oil Company personnel had requested an audience at the next Board meeting regarding the encroachment matter and that the Board was glad to have the viewpoint of Mr. Hartley and Mr. Brown concerning the impact on the Hillview Motel access.

Letter Requested for "Idaho Too Great To Litter" Signing. Board Chairman Thomason viewed that the Department should obtain a letter from the State Department of Commerce and Development regarding their thinking on this proposed signing matter since the idea originated with that agency.

Personnel Commission's New Salary Structure Discussed. George Neumayer, Administrative Director, discussed the current thinking of the Personnel Commission which is planning a ten step personnel plan statewide for State employees.

The Board approved the plan and directed that a letter to the Personnel Commission reflect an increase in the exempt salary positions of State Highway Engineer Mathes, Deputy State Highway Engineer Tisdale and Board Executive Secretary Summers to be increased by 15 per cent corresponding with the same percentage accorded other State personnel of the same general classification.

Overage Employment Extension Approved. The Board approved an overage employment extension for Hugh Harris, Principal Right of Way Agent, from May 1, 1972, to May 1, 1973.

Miscellaneous Correspondence. The Board read the following miscellaneous correspondence:

1. Idaho Concrete Pipe Company regarding the economic impact of that industry to Idaho's economy.
2. Carl Agren letter concerning a location rehearing of U.S. 191-20 through Rigby.

3. Lewiston Chamber of Commerce letter urging Department consideration for relocating U.S. 12 on the proposed Clearwater River slack water dike.
4. State Highway Engineer Mathes' statement to the Kootenai County Planning and Zoning Commission on zoning Coeur d'Alene east to conform with the planned location of Interstate 90 from Coeur d'Alene to U.S. 95A interchange.
5. Governor Cecil D. Andrus' letter asking for Board consideration of economic and social considerations and urging the placing of the Owyhee County Highway on the State Highway System.

Department to Follow Board of Examiners Revised Travel Subsistence Allowances. The Highway Board was advised that the Board of Examiners recently agreed to allow State agencies a maximum of \$6.00 per full day in-State and \$7.50 per full day out-of-State for subsistence while on State business away from their assigned offices so as to reduce record keeping and checking.

The Board concurred in revised procedures to permit Department employees to follow the same practice.

Interstate Port of Entry Near Bliss Damage Claim Settlement Authorized. Upon the recommendation of Chief Legal Counsel Tway, the Board concurred in authorizing settlement of the damage claim to the Bliss Port of Entry building for \$6,487.73. This is 75 per cent of originally requested amount of \$8,650.30. Settlement was in lieu of trying the case in court--the outcome of which in this case was unclear.

New Legislative Bills Authorized. The Board directed the Department to prepare proposed legislation which would protect the highways from flooding and debris dangerous to the operation of motor vehicles. Statutes covering these matters were repealed during the last session by the Court Reform Act.

Approval of Deeds.

US 95	F-U-UG-103(5)	United States of	"Lower Granite
& 12	& F-4114(2)	America, Army Corps	Project"
		of Engineers	Vicinity of
			Lewiston

The Board approved and signed the correction deed submitted from the Army Corps of Engineers. Payment of \$50.00 will be made for this deed. (Note: Deed in correction of deed executed in February meeting as requested by Army Corps of Engineers)

SH 34

S-1778(16)

Charles M. Shreves &
Virginia Shreves

Parcel No. 21.1

The Board approved and signed the deed conveying a 50 foot strip of land to Mr. Charles Shreves. (Portion of tract acquired as stockpile site 29.B)

Approval for Purchase of Uneconomic Remainder.

US 20
& 191F-6471(39)
(Rigby Section)

Janeel Kelley

Parcel No. 34

The Board approved purchasing the remainder of the Kelley property and also gave approval to trade this property to an adjoining owner as part of the right of way consideration when the Department begins project negotiations.

Discussion of Proposed Exchange of Properties with the State Fish & Game Department Involving Land Presently Owned in the Vicinity of the Stanton Crossing on S.H. 68 and Land Required for Right of Way in Connection with Project No. I-IG-80N-3(32)138 - W. Bliss I.C. to E. Bliss I.C. Approval was given by the Board to trade 12.63 acres of land owned by the Highway Department located at Stanton crossing on the north side of State Highway 68 for a nine acre tract of land owned by the Fish and Game Department within the interchange area east of Bliss, Idaho.

Proposed Trade of 0.49 Acres of State Owned Land for Future Right of Way from Boozer Oil Company. The Board was advised that our Area Right of Way Agent had discussed a possible trade with Boozer Oil Company. It was found that our future requirements across the front of the Oil Company property will be nine feet. Our estimated value of this nine foot strip reflects a value of approximately \$4,000. Boozer Oil Company has indicated an interest in trading but wishes to obtain an appraisal before any negotiation.

Sale of 6.54 Acres of Land Located Approximately 1-1/2 Miles Southeast of the Oregon Border on Northerly Side of I-80N. The Board was advised that the Department now has received approval from the Federal Highway Administration to dispose of 6.54 acres of land located between Fruitland and the Oregon border. Also that a sale has been scheduled for January 25, 1972.

Revision of Access to State Highway 33 South of Victor. The Board was advised that the Federal Highway Administration has approved the proposal to allow nine additional points of public access to State Highway 33 south of Victor. The necessary document will be prepared and submitted to the Board for their approval at the next meeting.

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Monthly Progress Report on Billboard Acquisition. Assistant Chief Right of Way Agent Earl Turner and Internal Review Engineer Jerry Dick brought the Board up to date on the progress being made by the Department in outdoor advertising sign control and acquisition.

Jerry Dick reviewed discussions with the Federal Highway Administration on the use of in-house personnel for audit purposes. Assistance will also be provided by Federal Highway Administration personnel.

The Board directed the Department to proceed with the in-house audit as recommended.

Access Control was approved as follows:

<u>Project No.</u>	<u>Project Location</u>	<u>Type of Control</u>
F-1481(24)	Lava Hot Springs - Lund	
	Beginning of Project - Sta. 22+56.81 Left	Partial Type "A"**
	Beginning of Project - Sta. 22+00 Right	Partial Type "A"**
	Remainder of Project	Partial Type "E"***

The Type "A" access includes one unrestricted approach on the right opposite the public road approach at approximate Station 22.

* PARTIAL ACCESS CONTROL, TYPE "A"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchanged for one at a new location providing better access control is obtained.

New Private Approaches

New private approaches may be allowed for ownerships not now having an approach to the highway.

Additional new private approaches may be allowed for segments of ownerships isolated by canals, streams, impassable terrain or other barriers.

The number of new private approaches within the ownership should generally be limited to one approach for highway frontage of less than 660 feet and one additional approach may be allowed for each successive 660 feet interval of highway frontage. Exceptions to the spacing requirement may be made to provide access to isolated segments within each ownership.

Use of Private Approaches

Existing and new unrestricted private approaches within one ownership and located at least 660 feet apart will be designated on the plans. Each ownership will be allowed at least one unrestricted approach.

Joint usage of approaches having unrestricted use by adjacent ownerships should be encouraged for ownerships with approximately 100 feet of frontage or less.

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs.

All approaches provided in conformity with this policy shall be shown on the approved plans.

** PARTIAL ACCESS CONTROL, TYPE "E"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Private Approaches

No private approaches will be allowed.

WEDNESDAY, DECEMBER 15, 1971

The meeting of the Highway Board reconvened at 7:30 a.m. in a breakfast meeting with the following persons present and participating:

Howard B. Thomason, Chairman
Lloyd F. Barron, Vice-chairman
John G. Fanning, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary

December 15, 1971

Board Attends Briefing on Data Processing in State Highway Agencies. The Board attended a briefing on the current status and progress of data processing in state highway departments and public works areas throughout the United States. The briefing was handled by Mr. Gene Bardach, a civil engineer representative of I.B.M.'s Washington, D. C. office. He covered the value of data processing in general and its progress in the highway industry. He urged the Board to continue their interest in data processing in order to achieve all possible benefits.

Tour of Department ADP Operations Center and Computer Demonstration. The Board visited the Department's ADP Operations Center and witnessed a short demonstration of the IBM Systems 360/40 computer which was developed and presented by Department employees.

Emergency Regulations for Mud Laden Vehicles Entering State Highways Discussed. Assistant State Highway Engineer (Operations) Richardson and Chief Legal Counsel Tway discussed for the Board advantages of the adoption of regulations for mud laden vehicles entering State highways and/or legislation relating to the same subject.

The Board directed that the Department prepare proposed legislation on this matter for possible action at the forthcoming legislative session. Meanwhile, the adoption of any Board regulation to control this highway nuisance will be held in abeyance.

Long-range Rest Area Development Plan Outlined. Leroy Brady, Chief Landscape Architect, outlined those rest areas encompassing a long-range planning program.

The Board approved the program emphasizing the utilization of Bureau of Outdoor Recreation funds to the extent possible on the Primary and Secondary Highway Systems. Interstate funding is to be used for rest areas on the Interstate Highway System.

The Board authorized the Big Lost River rest area on U.S. 20-26 to be built with 319(b) moneys and State funds as soon as possible.

Lewiston Hill Location and Environmental Study Report and Proposed Hearing Brochure Approved. Board Chairman Thomason offered three suggestions for improving the Lewiston Hill Study and Location Hearing Brochure. The Board then concurred in the complete report and cleared the matter for public hearing when the brochure is printed and as scheduling will permit.

Board Approves Two Consulting Engineering Agreements. The Board approved the following consulting engineering agreements:

1. Engineering Agreement E-68, Project F-FG-5116(9), Sandpoint North, with McCarter & Tuller, Inc. and Howard, Needles, Tammen & Bergendoff. Fee estimate prepared by Department - \$35,000; Consultant's proposed fee-- \$35,250, which includes an estimated \$31,350 for salaries and expenses and \$3,900 for fixed profit.
- So city limits (Bypass)*

2. Engineering Agreement E-69, Project S-SG-1786(4), Soda Springs Overpass, with Stevens, Thompson & Runyan. Fee estimate prepared by Department - \$48,300; Consultant's proposed fee - \$51,986, which includes an estimated \$45,717 for salaries and expenses with \$6,269 for fixed profit.

Plans, Specifications and Estimates Approved. The Board reviewed and concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
I-15-3(35)142 "B"	Sage Jct. Rest Area & P.O.E.	\$ 317,000.00
I-90-1(90)69	Mullan East & West, Gr., Surf. & Strs.	\$2,700,000.00

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-80N-1(54)28 - The work consists of modifying slopes, drainage structures, signing, illumination and guard rail on 19.616 miles of Interstate Highway 80N, Caldwell to Maple Grove, in Ada and Canyon Counties - Federal Aid Interstate and State financed. The contract was awarded to Northwest, Inc., Meridian, Idaho, the low bidder, on December 2, 1971, in the amount of \$254,726.10.

I-15-2(30)89 - The work consists of seal coating and striping a 4-lane divided highway on 19.02 miles of Interstate 15, W. Blackfoot I.C. - Bonneville County Line, in Bingham County - Federal Aid Interstate and State financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, on December 1, 1971, in the amount of \$162,263.50.

T-4031(1), U-3281(25) & SU-3735(1) - The work consists of constructing the roadway, drainage structures, plant mix base, plant mix surface, signing, illumination and signalization on 0.280 mile of Second Street South Extension and 0.758 mile of Second Street South - Nampa One-Way Couplet, the roadway, drainage structures and a plant mix surface on 0.283 mile of 7th Street South, in Canyon County - Federal Aid and State financed. The contract was awarded to Quinn-Robbins Co., Inc., Boise, Idaho, the low bidder, on December 14, 1971, in the amount of \$619,825.15.

STS-2790(514), STS-2862(514) & STS-2864(513) - The work consists of constructing two concrete bridges and approaches over B-1 and B-2 Canals on SH-24, extending two minor structures and replacing two pipe culverts and approaches on SH-27, Oakley - Burley, and widening two structures, replacing one structure and regrading approaches on SH-25, Barrymore Jct. - Rupert, in Minidoka, Cassia and Jerome Counties - State financed. As the low and only bid was 21.7 per cent over the Engineer's Estimate, the bid was rejected and the projects will be re-advertised.

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SU-6709(8) - The work consists of constructing the roadway, curb and gutter, sidewalk, storm sewer, illumination and plant mix pavement on 0.162 mile of 17th Street, Yellowstone Ave. - Snake River Bridge, in Bonneville County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$153,876.25.

Stockpile No. 6568 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles in the Irwin Maintenance Yard (U.S. Highway 26), in Bonneville County - State financed. The Board directed the State Highway Engineer to award the contract to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$35,780.00.

Stockpiles 6563 & 6567 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles adjacent to SH-88, Sage Jct. and 9 miles east of Sage Jct., in Jefferson County - State financed. The Board directed the State Highway Engineer to award the contract to Maverick Construction Co., Burley, Idaho, the low bidder, in the amount of \$42,150.00.

Railroad Signal Installation Damage Participation Approved by Board. State Highway Engineer Mathes recounted for the Board the history of disagreement with the Burlington Northern Railroad concerning participation in uncollectible damage claims to railroad signal installations by motor vehicles at railroad crossings.

The Board determined to modify the present policy for all railroads in Idaho so that the Department should in the future participate to the extent of 90 per cent of the damage to said signals where the damage is uncollectible.

The Board also agreed to participate by 90 per cent in the replacement of signals needing replacement because of obsolescence.

Meeting with Governor Andrus. The Board met with Governor Cecil Andrus for lunch on 15 December 1971. A number of matters relating to Highway Department operations were discussed.

January and February Board Meeting Dates Scheduled. The Board scheduled its January Board Meeting for January 19 & 20, 1972, and its February Board Meeting for February 22 & 23, 1972.

1972 Construction Program Final Review. The Board in final review approved the proposed 1972 Construction Program with a news release authorized for December 30.

This program includes all projects approved for construction, preliminary engineering and right of way, and reconnaissance survey by the Idaho Board of Highway Directors at their December 15, 1971, meeting.

The Board directed the Department to proceed with work on those projects when plans and specifications are complete, right of way acquisition and approval of the U.S. Department of Transportation is obtained, provided funds become available.

The Board also approved the Five Year Planning Program through 1976 for Interstate, Primary and State Secondary Systems as well as the three year program for the State Safety and Improvement Program.

Speed Control Zones (US 30, US 93, SH 25 & SH 55). The Board approved prima facie speed limits on US 30, US 93, SH 25 & SH 55, as recommended and stated in marked Exhibit A-391, which is made a part hereof with like effect as though included in full herein.

Moscow Traffic Control Signals. The Board authorized the City of Moscow to operate and maintain traffic control signals at six intersections in the City of Moscow, as recommended and stated in marked Exhibit A-392, which is made a part hereof with like effect as though included in full herein.

Filer Traffic Control Signals. The Board authorized the City of Filer to operate and maintain traffic control signals at two intersections in the City of Filer, as recommended and stated in marked Exhibit A-393, which is made a part hereof with like effect as though included in full herein.

Ketchum Traffic Control Signals. The Board authorized the City of Ketchum to operate and maintain traffic control signals at one intersection in the City of Ketchum, as recommended and stated in marked Exhibit A-394, which is made a part hereof with like effect as though included in full herein.

Nampa Traffic Control Signals. The Board authorized the City of Nampa to operate and maintain traffic control signals at eleven intersections in the City of Nampa, as recommended and stated in marked Exhibit A-395, which is made a part hereof with like effect as though included in full herein.

Relinquishment from the State Highway System (SH 23). The Board approved the relinquishment of a section of former State Highway 23, 12.040 miles in length and described as beginning at a junction with State Highway No. US 93 south of Bellevue and ending at a junction with State Highway No. 68 west of Picabo, as shown in official Exhibit B-100, which is made a part hereof with like effect as though included in full herein.

Relinquishment from the State Highway System (Murtaugh Loop). The Board approved the relinquishment of the Murtaugh Loop, 6.020 miles in length, and described as beginning at a point 3.887 miles east of Hansen east city limits and ending at a point 5.233 miles west of the Twin Falls - Cassia County line, as shown in official Exhibit B-101, which is made a part hereof with like effect as though included in full herein.

Relinquishment from the State Highway System (US 12). The Board approved the relinquishment of two sections of former State Highway No. US 12, 0.480 mile in length and described as beginning at points 1.188 miles west and 0.781 mile west of the Lenore Bridge, as shown in official Exhibit B-102, which is made a part hereof with like effect as though included in full herein.

Relinquishment from the State Highway System (US 30N). The Board approved the relinquishment of 0.190 mile of former State Highway No. US 30N (Oak Street) between McKinley Avenue and Wilson Avenue in Pocatello, as shown in official Exhibit B-103, which is made a part hereof with like effect as though included in full herein.

Relinquishment from the State Highway System (US 30). The Board approved the relinquishment of a section of former State Highway No. 30, 6.672 miles in length and described as beginning at a point 2.298 miles east of the Buhl east city limits and ending at the Filer southwest city limits, as shown in official Exhibit B-104, which is made a part hereof with like effect as though included in full herein.

Relinquishment and Abandonment from the State Highway System (SH 55). The Board approved the relinquishment of a section of former State Highway No. 55 described as beginning at a point 0.979 mile north of the Horseshoe Bend north city limits and extending northerly for 0.095 mile; and approved the abandonment of another section of former State Highway No. 55 described as beginning at a point 1.074 miles north of Horseshoe Bend north city limits and extending northerly for 0.700 mile, as shown in official Exhibit B-105, which is made a part hereof with like effect as though included in full herein.

Abandonment from the State Highway System (SH 55). The Board approved the abandonment of a section of former State Highway No. 55, described as beginning at a point 8.900 miles south of the Cascade south city limits and extending south 0.660 mile, as shown in official Exhibit B-106, which is made a part hereof with like effect as though included in full herein.

AASHO Conference Report -- Balloting on Post-Interstate Highway Programs. Board Member Barron, State Highway Engineer Mathes and Deputy State Highway Engineer Tisdale reported on activities at the recent annual AASHO Conference. It was determined that AASHO would support and testify for legislation addressing itself to post-Interstate Highway programs for consideration in 1972. The States will be balloted on this matter in the near future.

Department Budget Presentation to Legislature Outlined. The Board requested that if possible the Department's Budget Presentation be made to the full legislative membership. Senator Richard High, Representative Jenks Palmer and Legislative Fiscal Officer Andreason are to be contacted for concurrence in such an arrangement. If agreeable, invitation to each legislator is to be made by letter as soon as the Legislature convenes.